

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**SECTION 101****MOBILIZATION****101-1 Description.**

Perform preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site and for the establishment of temporary offices, buildings, safety equipment and first aid supplies, and sanitary and other facilities.

Include the costs of bonds and any required insurance and any other preconstruction expense necessary for the start of the work, excluding the cost of construction materials.

**101-2 Basis of Payment.**

**101-2.1 When a Separate Item is Included in the Proposal:** When the proposal includes a separate item of payment for this work, the work and incidental costs specified as being covered under this Section will be paid for at the Contract lump sum price for the item of Mobilization.

**101-2.2 Partial Payments:** When the proposal includes a separate pay item for Mobilization and the Notice to Proceed has been issued, partial payments will be made in accordance with the following:

For contracts of 120 contract days duration or less, partial payment will be made at 50% of the bid price per month for the first two months. For contracts in excess of 120 contract days duration, partial payment will be made at 25% of the bid price per month for the first four months. In no event shall more than 50% of the bid price be paid prior to commencing construction on the project site.

Total partial payments for Mobilization on any project, including when more than one project or job is included in the Contract, will be limited to 10% of the original Contract amount for that project. Any remaining amount will be paid upon completion of all work on the Contract.

Retainage, as specified in the contract documents, will be applied to all partial payments.

Partial payments made on this item will in no way act to preclude or limit any of the provisions for partial payments otherwise provided for by the Contract.

**101-2.3 When No Separate Item is Included in the Proposal:** When the proposal does not include a separate item for Mobilization, all work and incidental costs specified as being covered under this Section will be included for payment under the several scheduled items of the overall Contract, and no separate payment will be made therefore.

Payment will be made under:

<i>Item No. 101-1</i>	<i>Mobilization</i>	<i>- per Lump Sum (LS)</i>
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**END OF SECTION 101**

**SECTION 102**

**MAINTENANCE OF TRAFFIC**

**102-1 Description.**

Maintain traffic within the limits of the project for the duration of the construction period, including any temporary suspensions of the work. Construct and maintain detours. Provide facilities for access to residences, businesses, etc., along the project. Furnish, install and maintain traffic control and safety devices during construction. Furnish and install work zone pavement markings for maintenance of traffic (MOT) in construction areas. Provide any other special requirements for safe and expeditious movement of traffic specified in the Plans. MOT includes all facilities, devices and operations as required for safety and convenience of the public within the work zone.

Do not maintain traffic over those portions of the project where no work is to be accomplished or where construction operations will not affect existing roads. Do not obstruct or create a hazard to any traffic during the performance of the work, and repair any damage to existing pavement open to traffic.

Include the cost of any work that is necessary to meet the requirements of the Contract Documents under the MOT pay item, when there is not a pay item provided.

**102-2 Materials.**

Meet the following requirements:

Bituminous Adhesive .....	Section 970
Temporary Retroreflective Pavement Markers .....	Section 990
Paint.....	Section 971
Removable Tape.....	Section 990
Glass Spheres.....	Section 971
Temporary Traffic Control Device Materials.....	Section 990
Retroreflective and Nonreflective Sheeting for Temporary Traffic Control Devices .....	Section 994

**102-2.1 Temporary Traffic Control Devices:** Use only the materials meeting the requirements of Section 990, Section 994, Design Standards and the Manual on Uniform Traffic Control Devices (MUTCD).

**102-2.2 Detour:** Provide all materials for the construction and maintenance of all detours.

**102-2.3 Commercial Materials for Driveway Maintenance:** Provide materials of the type typically used for base, including recycled asphalt pavement material, and having stability and drainage properties that will provide a firm surface under wet conditions.

**102-3 Specific Requirements.**

**102-3.1 Beginning Date of Contractor’s Responsibility:** Maintain traffic starting the day work begins on the project or on the first day Contract time is charged, whichever is earlier.

**102-3.2 Worksite Traffic Supervisor:** Provide a worksite traffic supervisor in accordance with Section 105. Provide the worksite traffic supervisor with all equipment and materials needed to set up, take down, maintain traffic control, and handle traffic-related situations.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Ensure that the worksite traffic supervisor performs the following duties:

1. Performs on site direction of all traffic control on the project.
2. Is on site during all set up and take down, and performs a drive through inspection immediately after set up.
3. Is on site during all nighttime operations to ensure proper MOT.
4. Immediately corrects all safety deficiencies and does not permit minor deficiencies that are not immediate safety hazards to remain uncorrected for more than 24 hours.
5. Is available on a 24 hour per day basis and present within 45 minutes after notification of an emergency situation and is prepared to positively respond to repair the work zone traffic control or to provide alternate traffic arrangements.
6. Conducts daily daytime and weekly nighttime inspections of projects with predominately daytime work activities, and daily nighttime and weekly daytime inspections of projects with predominantly nighttime work activities of all traffic control devices, traffic flow, pedestrian, bicyclist, and business accommodations.

Advise the project personnel of the schedule of these inspections and give them the opportunity to join in the inspection as is deemed necessary. Submit a comprehensive weekly report, using the Department's currently approved form, to the Engineer detailing the condition of all traffic control devices (including pavement markings) being used. Include assurances in the inspection report that pedestrians are accommodated with a safe, accessible travel path around work sites separated from mainline traffic in compliance with the Americans with Disabilities Act (ADA) Standards for Transportation Facilities, that existing or detoured bicyclist paths are being maintained satisfactorily throughout the project limits, and that existing businesses in work areas are being provided with adequate entrances for vehicular and pedestrian traffic during business hours. Have the worksite traffic supervisor sign the report and certify that all of the above issues are being handled in accordance with the Contract Documents. When deficiencies are found, the worksite traffic supervisor is to note such deficiencies and include the proposed corrective actions, including the date corrected.

The Department may disqualify and remove from the project a worksite traffic supervisor who fails to comply with the provisions of this Section. The Department may temporarily suspend all activities, except traffic, erosion control and such other activities that are necessary for project maintenance and safety, for failure to comply with these provisions.

**102-4 Alternative Traffic Control Plan.**

The Contractor may propose an alternative traffic control plan (TCP) to the plan presented in the Contract Documents. Have the Contractor's Engineer of Record sign and seal the alternative plan. Prepare the TCP in conformance with and in the form outlined in the current version of the Department's Plans Preparation Manual. Indicate in the plan a TCP for each phase of activities. Take responsibility for identifying and assessing any potential impacts to a utility that may be caused by the alternate TCP proposed by the Contractor, and notify the Department in writing of any such potential impacts to utilities.

Engineer's approval of the alternate TCP does not relieve the Contractor of sole responsibility for all utility impacts, costs, delays or damages, whether direct or indirect, resulting from Contractor initiated changes in the design or construction activities from those in the original Contract Specifications, Design Plans (including TCPs) or other Contract Documents and which effect a change in utility work different from that shown in the Utility Plans, joint project agreements or utility relocation schedules.

The Department reserves the right to reject any alternative TCP. Obtain the Engineer's written approval before beginning work using an alternate TCP. The Engineer's written approval is required for all

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

modifications to the TCP. The Engineer will only allow changes to the TCP in an emergency without the proper documentation.

**102-5 Traffic Control.**

**102-5.1 Standards:** FDOT Design Standards are the minimum standards for the use in the development of all TCPs. The MUTCD, Part VI is the minimum national standard for traffic control for highway construction, maintenance, and utility operations. Follow the basic principles and minimum standards contained in these documents for the design, application, installation, maintenance, and removal of all traffic control devices, warning devices and barriers which are necessary to protect the public and workers from hazards within the project limits.

**102-5.2 Maintenance of Roadway Surfaces:** Maintain all lanes that are being used for the MOT, including those on detours and temporary facilities, under all weather conditions. Keep the lanes reasonably free of dust, potholes and rutting. Provide the lanes with the drainage facilities necessary to maintain a smooth riding surface under all weather conditions.

**102-5.3 Number of Traffic Lanes:** Maintain one lane of traffic in each direction. Maintain two lanes of traffic in each direction at existing four (or more) lane cross roads, where necessary to avoid undue traffic congestion. Construct each lane used for MOT at least as wide as the traffic lanes existing in the area before commencement of construction. Do not allow traffic control and warning devices to encroach on lanes used for MOT.

The Engineer may allow the Contractor to restrict traffic to one-way operation for short periods of time provided that the Contractor employs adequate means of traffic control and does not unreasonably delay traffic. When a construction activity requires restricting traffic to one-way operations, locate the flaggers within view of each other when possible. When visual contact between flaggers is not possible, equip them with 2-way radios, official, or pilot vehicles, or use traffic signals.

**102-5.4 Crossings and Intersections:** Provide and maintain adequate accommodations for intersecting and crossing traffic. Do not block or unduly restrict any road or street crossing the project unless approved by the Engineer. Before beginning any construction, provide the Engineer the names and phone numbers of persons that can be contacted when signal operation malfunctions.

**102-5.5 Access for Residences and Businesses:** Provide continuous access to all residences and all places of business.

**102-5.6 Protection of the Work from Injury by Traffic:** Where traffic would be injurious to a base, surface course, or structure constructed as a part of the work, maintain all traffic outside the limits of such areas until the potential for injury no longer exists.

**102-5.7 Flagger:** Provide trained flaggers in accordance with Section 105.

**102-5.8 Conflicting Pavement Markings:** Where the lane use or where normal vehicle or pedestrian paths are altered during construction, remove all pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) that will conflict with the adjusted vehicle or pedestrian paths. Use of paint to cover conflicting pavement markings is prohibited. Remove conflicting pavement markings using a method that will not damage the surface texture of the pavement and which will eliminate the previous marking pattern regardless of weather and light conditions.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Remove all pavement markings that will be in conflict with “next phase of operation” vehicle pedestrian paths as described above, before opening to vehicle traffic or use by pedestrians.

Cost for removing conflicting pavement markings (paint, tape, thermoplastic, raised pavement markers, etc.) to be included in Maintenance of Traffic, Lump Sum.

**102-5.9 Vehicle and Equipment Visibility:** Equip all pickups and automobiles used on the project with a minimum of one Class 2 amber or white warning light that meets the Society of Automotive Engineers Recommended Practice SAE J595, dated November 1, 2008, or SAE J845, dated December 1, 2007, and incorporated herein by reference. Existing lights that meet SAE J845, dated March, 1992, or SAE J1318, dated April, 1986, may be used to its end of service life. Lights should be unobstructed by ancillary vehicle equipment such as ladders, racks or booms. If the light is obstructed, additional lights will be required. The lights shall be operating when a vehicle is in a work area where a potential hazard exists, when operating the vehicle at less than the average speed for the facility while performing work activities, making frequent stops or called for in the Plans or Design Standards.

Equip all other vehicles and equipment with a minimum of 4 square feet of retroreflective sheeting or flashing lights.

To avoid distraction to motorists, do not operate the lights on the vehicles or equipment when the vehicles are outside the clear zone or behind a barrier.

**102-5.10 No Waiver of Liability:** Conduct operations in such a manner that no undue hazard results due to the requirements of this Article. The procedures and policies described herein in no way acts as a waiver of any terms of the liability of the Contractor or his surety.

**102-6 Detours.**

**102-6.1 General:** Construct and maintain detour facilities wherever it becomes necessary to divert traffic from any existing roadway or bridge, or wherever construction operations block the flow of traffic.

**102-6.2 Construction:** Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement. Where pedestrian facilities are detoured, blocked or closed during the work, provide safe alternate accessible routes through or around the work zone meeting the requirements of the ADA Standards for Transportation Facilities.

When the Plans call for the Department to furnish detour bridge components, construct the pile bents in accordance with the Plans, unless otherwise authorized by the Engineer.

Submit a letter with the following: company name, phone number, office address, project contact person, project number, detour bridge type, bridge length, span length, location and usage time frames, to the Engineer at least 30 calendar days before the intended pick-up date, to obtain the storage facility location and list of components for the project. Upon receipt of letter, the Engineer will, within ten calendar days provide an approved material list to the Contractor and the appropriate Department storage yard.

Provide a letter with an original company seal, identifying the representative with authority to pick up components, to the Engineer at least 10 calendar days before the proposed pick-up date. The Department is not obligated to load the bridge components without this notice. Take responsibility and sign for each item loaded at the time of issuance.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Provide timber dunnage, and transport the bridge components from the designated storage facility to the job site. Unload, erect, and maintain the bridge, then dismantle the bridge and load and return the components to the designated storage facility.

Notify the Engineer in writing at least 10 calendar days before returning the components. Include in this notice the name of the Contractor's representative authorized to sign for return of the bridge components. The yard supervisor is not obligated to unload the bridge components without this notice.

The Department will provide equipment and an operator at the Department's storage facility to assist in loading and unloading the bridge components. Furnish all other labor and equipment required for loading and unloading the components.

The Departments representative will record all bridge components issued or returned on the Detour Bridge Issue and Credit Ticket. The tickets must be signed by a Department and a Contractor representative, after loading or unloading each truck to document the quantity and type of bridging issued or returned.

Bind together all bridge components to be returned in accordance with the instructions given by the storage facility. The yard supervisor will repack components that are not packed in compliance with these instructions. Upon request, written packing instructions will be made available to the Contractor, before dismantling of the bridge for return to the Department's storage facility.

Assume responsibility for any shortage or damage to the bridge components. Monies due the Contractor will be reduced at the rate of \$35.00 per hour plus materials for repacking, repairs or replacement of bridge components.

The skid resistance of open steel grid decking on the detour bridge may decrease gradually after opening the bridge to traffic. The Department will furnish a pneumatic floor scabbler machine for roughening the roadway surface of the detour bridge decking. Provide an air compressor at the job site with 200 cubic foot per minute capacity, 90 psi air pressure for the power supply of the machine, and an operator. Transport the scabbler machine to and from the Department's structures shop. Repair any damage to the scabbler machine caused by operations at no expense to the Department. Perform scabbling when determined necessary by the Engineer. The Department will pay for the cost of scabbling as Unforeseeable Work in accordance with 4-4.

Return the bridge components to the designated storage facility beginning no later than 10 calendar days after the date the detour bridge is no longer needed, the date the new bridge is placed in service, or the date Contract Time expires, whichever is earliest. Return the detour bridging at an average of not less than 200 feet per week. Upon failure to return the bridge components to the Department within the time specified, compensate the Department for the bridge components not returned at the rate of \$5.00 per 10 feet, per day, per bridge, for single lane; and \$10.00 per 10 feet, per day, per bridge, for dual lane until the bridge components are returned to the Department.

**102-6.3 Construction Methods:** Select and use construction methods and materials that provide a stable and safe detour facility. Construct the detour facility to have sufficient durability to remain in good condition, supplemented by maintenance, for the entire period that the detour is required.

**102-6.4 Removal of Detours:** Remove detours when they are no longer needed and before the Contract is completed. Take ownership of all materials from the detour and dispose of them, except for the materials on loan from the Department with the stipulation that they are returned.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**102-6.5 Detours Over Existing Roads and Streets:** When the Department specifies that traffic be detoured over roads or streets outside the project area, do not maintain such roads or streets. However, maintain all signs and other devices placed for the purpose of the detour.

**102-6.6 Operation of Existing Movable Bridges:** The Department will maintain and operate existing moveable bridges that are to be removed by the Contractor until such time as they are closed to traffic. During this period, make immediate repairs of any damage to such structures caused by use or operations related to the work at no expense to the Department, but do not provide routine repairs or maintenance. In the event that use or operations result in damage to a bridge requiring repairs, give such repairs top priority to any equipment, material, or labor available.

**102-7 Traffic Control Officer.**

Provide uniformed law enforcement officers, including marked law enforcement vehicles, to assist in controlling and directing traffic in the work zone when the following types of work is necessary on projects:

1. Directing traffic/overriding the signal in a signalized intersection.
2. When Design Standards, Index No. 619 is used on freeway facilities (interstates, toll roads, and expressways) at nighttime for work within the travel lane.
3. When Design Standards, Index No. 655 Traffic Pacing for overhead work is called for in the Plans or approved by the Engineer.
4. When pulling conductor/cable above an open traffic lane on limited access facilities, when called for in the Plans or approved by the Engineer.
5. When Design Standards, Index No. 625 Temporary Road Closure 5 Minutes or Less is used.

**102-8 Driveway Maintenance.**

**102-8.1 General:** Ensure that each residence and business has safe, stable, and reasonable access.

**102-8.2 Construction Methods:** Place, level, manipulate, compact, and maintain the material, to the extent appropriate for the intended use.

As permanent driveway construction is accomplished at a particular location, the Contractor may salvage and reuse previously placed materials that are suitable for reuse on other driveways.

**102-9 Temporary Traffic Control Devices.**

**102-9.1 Installation and Maintenance:** Install and maintain temporary traffic control devices as detailed in the Plans, Index 600 of the Design Standards and when applicable, in accordance with the approved vendor drawings, as provided on the Department's Qualified Products List (QPL) or the Department's Approved Products List (APL). Erect the required temporary traffic control devices to prevent any hazardous conditions and in conjunction with any necessary traffic re-routing to protect the traveling public, workers, and to safeguard the work area. Use only those devices that are on the QPL or the APL. Immediately remove or cover any devices that do not apply to existing conditions.

All temporary traffic control devices must meet the requirements of National Cooperative Highway Research Program Report 350 (NCHRP 350) or the Manual for Assessing Safety Hardware 2009 (MASH) and current FHWA directives. Manufacturers seeking evaluation must furnish certified test reports showing that their product meets all test requirements set forth by NCHRP 350 or the MASH. Manufacturers seeking evaluation of Category I devices for inclusion on the QPL shall include the manufacturer's self-certification letter. Manufacturer's seeking evaluation of Category II and

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Category III devices for inclusion on the QPL shall include the FHWA WZ numbered acceptance letter with attachments and vendor drawings of the device in sufficient detail to enable the Engineer to distinguish between this and similar devices. For devices requiring field assembly or special site preparation, vendor drawings shall include all field assembly details and technical information necessary for proper application and installation and must be signed and sealed by a Professional Engineer registered in the State of Florida. Manufacturers seeking evaluation of Category IV devices for inclusion on the QPL or APL must comply with the requirements of Section 990 and include detailed vendor drawings of the device along with technical information necessary for proper application, field assembly and installation.

Ensure that the QPL or APL number is permanently marked on the device at a readily visible location. Sheeting used on devices is exempt from this marking requirement.

Notify the Engineer of any scheduled operation which will affect traffic patterns or safety sufficiently in advance of commencing such operation to permit his review of the plan for the proposed installation of temporary traffic control devices.

Ensure an employee is assigned the responsibility of maintaining the position and condition of all temporary traffic control devices throughout the duration of the Contract. Keep the Engineer advised at all times of the identification and means of contacting this employee on a 24 hour basis.

Keep temporary traffic control devices in the correct position, properly directed, clearly visible and clean, at all times. Ensure that all traffic control devices meet acceptable standards as outlined in American Traffic Safety Services Association (ATSSA) "Quality Guidelines for Temporary Traffic Control Devices and Features". Immediately repair, replace or clean damaged, defaced or dirty devices.

**102-9.2 Work Zone Signs:** Provide signs in accordance with the Plans and Design Standards. Meet the requirements of 700-1.2.4 and 990-8. Use only approved systems, which includes sign support posts or stands and attachment hardware (nuts, bolts, clamps, brackets, braces, etc.), meeting the vendor requirements specified on the QPL drawings.

Attach the sign to the sign support using hardware meeting the manufacturer's recommendations and as specified in the Design Standards.

Provide Federal Highway Administration's (FHWA) accepted sign substrate for use with accepted sign stands on the National Highway System (NHS) under the provisions of the NCHRP Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

**102-9.3 Business Signs:** Provide and place signs in accordance with the Plans and Design Standards, Index No. 600 series. Furnish signs having retroreflective sheeting meeting the requirements of Section 990.

**102-9.4 High Intensity Flashing Lights:** Furnish Type B lights in accordance with the Plans and Design Standards.

**102-9.5 Warning/Channelizing Devices:** Furnish warning/channelizing devices in accordance with the Plans and Design Standards.

**102-9.5.1 Retroreflective Collars for Traffic Cones:** Use collars for traffic cones listed on the QPL that meet the requirements of Section 990. Use cone collars at night designed to properly fit the taper of the cone when installed. Place the upper 6 inch collar a uniform 3-1/2 inches distance

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

from the top of the cone and the lower 4 inch collar a uniform 2 inches distance below the bottom of the upper 6 inch collar. Ensure that the collars are capable of being removed for temporary use or attached permanently to the cone in accordance with the manufacturer's recommendations. Provide a white sheeting having a smooth outer surface and that has the property of a retroreflector over its entire surface.

**102-9.5.2 Barrier Wall (Temporary):** Furnish, install, maintain, remove and relocate a temporary barrier wall in accordance with the Plans. Ensure that temporary concrete barrier wall for use on roadway sections, complies with Design Standards, Index Nos. 412, 415 or 414 as specified in the Plans. Ensure that temporary concrete barrier wall for use on bridge and wall sections, complies with Design Standards, Index No 414 as specified in the Plans. Ensure that temporary water filled barrier wall used on roadway sections meets the NCHRP Report 350 criteria or the MASH and is listed on the QPL. Barriers meeting the requirements of Design Standards, Index Nos. 412, 415 or temporary water filled barriers on the QPL will not be accepted as an alternate to barriers meeting the requirements of Design Standards, Index No. 414.

**102-9.5.3 Glare Screen (Temporary):** Use temporary glare screens listed on the QPL that meet the requirements of Section 990. Furnish, install, maintain, remove and relocate glare screen systems in conjunction with temporary barrier wall at locations identified in the Plans.

Ensure the anchorage of the glare screen to the barrier is capable of safely resisting an equivalent tensile load of 600 pounds per foot of glare screen, with a requirement to use a minimum of three fasteners per barrier section.

When glare screen is utilized on temporary barrier wall, warning lights will not be required.

**102-9.6 Temporary Crash Cushion (Redirective/Gating):** Furnish, install, maintain and subsequently remove temporary crash cushions in accordance with the details and notes shown in the Plans, the Design Standards, and requirements of the pre-approved alternatives listed on the QPL. Maintain the crash cushions until their authorized removal. Repair all attachment scars to permanent structures and pavements after crash cushion removal. Make necessary repairs due to defective material, work, or Contractor operations at no cost to the Department. Restore crash cushions damaged by the traveling public within 24 hours after notification as authorized by the Engineer.

**102-9.7 Guardrail (Temporary):** Furnish guardrail (temporary) in accordance with the Plans and Design Standards. Meet the requirements of Section 536.

**102-9.8 Arrow Board:** Furnish arrow boards that meet the requirements of Section 990 as required by the Plans and Design Standards to advise approaching traffic of lane closures or shoulder work. Type B arrow boards may be used on low to intermediate speed (0 mph to 50 mph) facilities or for maintenance or moving operations on any speed facility. Type C arrow boards shall be used for all other operations on high-speed (50 mph and greater) facilities and may be substituted for Type B arrow boards on any speed facility.

**102-9.9 Portable Changeable Message Sign (PCMS):** Furnish PCMSs that meet the requirements of Section 990 as required by the Plans and Design Standards to supplement other temporary traffic control devices used in work zones.

A truck mounted PCMS may be used as a stand alone MOT device only when used for accident or incident management situations as defined in the MUTCD and is listed on the APL.

**102-9.10 Portable Regulatory Signs (PRS):** Furnish PRSs that meet the requirements of 990 as required by the Plans and Design Standards.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Activate portable regulatory signs only during active work activities and deactivate when no work is being performed.

**102-9.11 Radar Speed Display Unit (RSDU):** Furnish RSDUs that meet the requirements of Section 990 as required by the Plans and Design Standards to inform motorists of the posted speed and their actual speed.

Activate the radar speed display unit only during active work activities and deactivate when no work is being performed.

**102-9.12 Temporary Signalization and Maintenance:** Provide temporary signalization and maintenance at existing, temporary, and new intersections including but not limited to the following:

1. Installation of temporary poles and span wire assemblies as shown in the Plans,
2. Temporary portable traffic signals as shown in the Plans,
3. Adding or shifting signal heads,
4. Trouble calls,
5. Maintaining intersection and coordination timing and preemption devices.

Restore any loss of operation within 12 hours after notification.

Provide traffic signal equipment that meets the requirements of the Design

Standards and 603-2. The Engineer may approve used signal equipment if it is in acceptable condition. Replacement components for traffic signal cabinet assemblies will be provided by the maintaining agency.

**102-9.13 Temporary Traffic Detection and Maintenance:** Provide temporary traffic detection and maintenance at existing, temporary, and new signalized intersections. Provide temporary traffic detection equipment listed on the APL. Restore any loss of detection within 12 hours. Ensure 90% accuracy per signal phase, measured at the initial installation and after any lane shifts, by comparing sample data collected from the detection system with ground truth data collected by human observation. Collect the sample and ground truth data for a minimum of five minutes during a peak and five minutes during an off-peak period with a minimum three detections for each signal phase. Perform the test in the presence of the Engineer.

**102-9.14 Truck Mounted Attenuators and Trailer Mounted Attenuators:** Furnish, install and maintain only those attenuators that meet the requirements of NCHRP 350 or the MASH.

Use truck mounted attenuators or trailer mounted attenuators, when called for in the Design Standards. Use attenuators listed on the QPL.

When attenuators are called for, use either a truck mounted attenuator or a trailer mounted attenuator system designed and installed in accordance with the manufacturers recommendations.

Equip the attenuator cartridge with lights and reflectors in compliance with applicable Florida motor vehicle laws, including turn signals, dual tail lights, and brake lights.

Ensure that lights are visible in both the raised and lowered positions if the unit is capable of being raised.

Ensure that the complete unit is painted DOT yellow (Fed. Std. 595 b, No. 13538). Stripe the rear

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

facing of the cartridge in the operating position with the alternating 6 inch white and 6 inch safety orange 45 degree striping to form an inverted "V" at the center of the unit and slope down and toward the outside of the unit, in both directions from the center. In the raised position, place at least the same square footage of striping on the bottom of the cartridge as placed on the rear facing cartridge in the open position. Use Type III retroreflectorized sheeting for striping.

Attenuators will not be paid for separately. Include the cost of the truck with either a truck mounted attenuator or a trailer mounted attenuator in MOT Lump Sum. Payment includes all costs, including furnishing, maintaining and removal when no longer required, and all materials, labor, tools, equipment and incidentals required for attenuator maintenance.

**102-9.15 Temporary Raised Rumble Strip Sets:** When called for in the Plans, furnish, install, maintain, remove, and reinstall temporary raised rumble strip sets.

Install the temporary raised rumble strip sets per the manufacturer's recommendations and in accordance with Design Standards, Index No. 600.

The temporary raised rumble strip may be either a removable polymer striping tape or a molded engineered polymer material.

**102-9.16 Automated Flagger Assistance Devices (AFAD):** Furnish, install, maintain, remove and relocate AFADs in accordance with the Plans and Design Standards. Position AFADs where they are clearly visible to oncoming traffic and out of the lane of traffic. The devices may be operated either by a single flagger at one end of the traffic control zone, from a central location, or by a separate flagger near each device's location.

AFADs may be either a remotely controlled Stop/Slow AFAD mounted on either a trailer or a movable cart system, or a remotely controlled Red/Yellow Lens AFAD.

AFADs will not be paid for separately. AFADs may be used as a supplement or an alternate to flaggers in accordance with Index 603. Include the cost for AFADs in Maintenance of Traffic Lump Sum.

**102-9.17 Temporary Lane Separator:** Furnish, install, maintain, remove and relocate temporary lane separator in accordance with the Plans and Design Standards, Index No 600. Anchor the portable temporary lane separator with a removable anchor bolt. Use epoxy on bridge decks where anchoring is not allowed. Remove the epoxy from the bridge deck by hydroblasting or other method approved by the Engineer.

**102-10 Work Zone Pavement Marking.**

**102-10.1 Description:** Furnish and install work zone pavement markings for MOT in construction areas and in close conformity with the lines and details shown in the Plans and Design Standards.

Centerlines, lane lines, edge lines, stop bars and turn arrows will be required in work zones prior to opening the road to traffic.

The most common types of work zone pavement markings are painted pavement markings and removable tape. Other types of work zone pavement markings may be identified in the Plans.

**102.10.2 Painted Pavement Markings:**

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**102-10.2.1 General:** Use painted pavement markings meeting the requirements of Section 710. Use standard waterborne paint unless otherwise identified in the Plans or approved by the Engineer.

**102-10.3 Removable Tape:**

**102-10.3.1 General:** Use removable tape listed on the QPL and meeting the requirements of 990-4.

**102-10.3.2 Application:** Apply removable tape with a mechanical applicator to provide pavement lines that are neat, accurate and uniform. Equip the mechanical applicator with a film cut-off device and with measuring devices that automatically and accumulatively measure the length of each line placed within an accuracy tolerance of plus or minus 2%. Ensure removable tape adheres to the road surface. Removable tape may be placed by hand on short sections, 500 feet or less, if it is done in a neat accurate manner.

**102-10.3.3 Retroreflectivity:** Apply white and yellow traffic stripes and markings that will attain an initial retroreflectivity of not less than 300 mcd/lx·m<sup>2</sup> for white and contrast markings and not less than 250 mcd/lx·m<sup>2</sup> for yellow markings. Black portions of contrast tapes and black masking tapes must be non-reflective and have a reflectance of less than 5 mcd/lx m<sup>2</sup>. At the end of the six month service life, the retroreflectance of white and yellow removable tape shall not be less than 150 mcd/lx·m<sup>2</sup>.

**102-10.3.4 Removability:** Provide removable tape capable of being removed from bituminous concrete and portland cement concrete pavement intact or in substantially large strips, either manually or by a mechanical roll-up device, at temperatures above 40°F, without the use of heat, solvents, grinding or blasting.

**102-10.4 Temporary Retroreflective Pavement Markers (RPM's):** Use markers listed on the QPL and meeting the requirements of 990-5. Apply all markers in accordance with the Design Standards, Index No. 600, prior to opening the road to traffic. Replace markers any time after installation when more than three consecutive markers fail or are missing, at no expense to the Department, in a timely manner, as directed by the Engineer.

**102-11 Method of Measurement.**

No separate measurement shall be made for Maintenance of Traffic. Include the cost of any work and all materials, including signage, barricades, informational signage, and any other materials necessary to meet the requirements of the Florida Department of Transportation per the contract documents for maintenance of traffic under the lump sum price for Maintenance of Traffic.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

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**102-13 Basis of Payment.**

**102-13.1** Price and payment for maintenance of traffic, including all signage, markings, barricades, detours, and other materials necessary to meet the Florida Department of Transportation requirements per the contract requirements shall be made at the contract lump sum price for Maintenance of Traffic. This price shall be full compensation for all work and costs specified under this specification, including all labor, equipment, tools, and incidentals to complete the work.

**102-13.2 Payment Items:** Payment will be made under:

<i>Item No. 102-1</i>	<i>Maintenance of Traffic</i>	<i>- per Lump Sum (LS)</i>
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**END OF SECTION 102**

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**SECTION 104****PREVENTION, CONTROL, AND ABATEMENT OF  
EROSION AND WATER POLLUTION****104-1 Description.**

Provide erosion control measures on the project and in areas outside the right-of-way where work is accomplished in conjunction with the project, so as to prevent pollution of water, detrimental effects to public or private property adjacent to the project right-of-way and damage to work on the project. Construct and maintain temporary erosion control features or, where practical, construct and maintain permanent erosion control features as shown in the plans or as may be directed by the Engineer.

**104-2 General.**

Coordinate the installation of temporary erosion control features with the construction of the permanent erosion control features to the extent necessary to ensure economical, effective, and continuous control of erosion and water pollution throughout the life of the Contract.

Due to unanticipated conditions, the Engineer may direct the use of control features or methods other than those included in the original Contract. In such event, the Department will pay for this additional work as unforeseeable work.

**104-3 Control of Contractor's Operations Which May Result in Water Pollution.**

Prevent pollution of streams, canals, lakes, reservoirs, and other water impoundments with fuels, oils, bitumens, calcium chloride, or other harmful materials. Also, conduct and schedule operations to avoid or otherwise minimize pollution or siltation of such water impoundments, and to avoid interference with movement of migratory fish. Do not dump any residue from dust collectors or washers into any live stream.

Restrict construction operations in rivers, streams, lakes, tidal waters, reservoirs, canals, and other water impoundments to those areas where it is necessary to perform filling or excavation to accomplish the work shown in the plans and to those areas which must be entered to construct temporary or permanent structures. As soon as conditions permit, promptly clear rivers, streams, and impoundments of all obstructions placed therein or caused by construction operations.

Do not frequently ford live streams with construction equipment. Wherever an appreciable number of stream crossings are necessary at any one location, use a temporary bridge or other structure.

Except as necessary for construction, do not deposit excavated material in rivers, streams, canals, or impoundments, or in a position close enough thereto, to be washed away by high water or runoff.

Where pumps are used to remove highly turbid waters from enclosed construction areas such as cofferdams or forms, treat the water by one or more of the following methods prior to discharge into State waters: pumping into grassed swales or appropriate vegetated areas or sediment basins, or confined by an appropriate enclosure such as turbidity barriers when other methods are not considered appropriate.

Do not disturb lands or waters outside the limits of construction as staked, except as authorized by the Engineer.

Obtain the Engineer's approval for the location of, and method of operation in, borrow pits, material pits, and disposal areas furnished for waste material from the project (other than commercially operated sources) such that erosion during and after completion of the work will not result in probability of detrimental siltation or water pollution.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**104-4 Materials for Temporary Erosion Control.**

The Engineer will not require testing of materials used in construction of temporary erosion control features other than as provided for geotextile fabric in 985-3 unless such material is to be incorporated into the completed project. When no testing is required, the Engineer will base acceptance on visual inspection.

The Contractor may use new or used materials for the construction of temporary silt fence, staked turbidity barriers, and floating turbidity barrier not to be incorporated into the completed project, subject to the approval of the Engineer.

**104-5 Preconstruction Requirements.**

At the Preconstruction Conference, provide to the Department an Erosion Control Plan meeting the requirements or special conditions of all permits authorizing project construction. If no permits are required or the approved permits do not contain special conditions or specifically address erosion and water pollution, the project Erosion Control Plan will be governed by 7-1.1, 7-2.2, 7-8.1, 7-8.2, and Section 104.

When a DEP generic permit is issued, the Contractor's Erosion Control Plan shall be prepared to accompany the Department's Stormwater Pollution Prevention Plan (SWPPP). Ensure the Erosion Control Plan includes procedures to control off-site tracking of soil by vehicles and construction equipment and a procedure for cleanup and reporting of non-storm water discharges, such as contaminated groundwater or accidental spills. Do not begin any soil disturbing activities until Department approval of the Contractor's Erosion Control Plan, including required signed certification statements.

Failure to sign any required documents or certification statements will be considered a default of the Contract. Any soil disturbing activities performed without the required signed documents or certification statements may be considered a violation of the DEP Generic Permit.

When the SWPPP is required, prepare the Erosion Control Plan in accordance with the planned sequence of operations and present in a format acceptable to the Department. The Erosion Control Plan shall describe, but not be limited to, the following items or activities:

- (1) For each phase of construction operations or activities, supply the following information:
  - (a) Locations of all erosion control devices
  - (b) Types of all erosion control devices
  - (c) Estimated time erosion control devices will be in operation
  - (d) Monitoring schedules for maintenance of erosion control devices
  - (e) Methods of maintaining erosion control devices
  - (f) Containment or removal methods for pollutants or hazardous waste
- (2) The name and telephone number of the person responsible for monitoring and maintaining the erosion control devices.
- (3) Submit for approval the Erosion Control Plans meeting paragraphs 3a, 3b, or 3c below:
  - (a) Projects permitted by the Southwest Florida Water Management District (SWFWMD), require the following:

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Submit a copy of the Erosion Control Plan to the Engineer for review and to the appropriate SWFWMD Office for review and approval. Include the SWFWMD permit number on all submitted data or correspondence.

The Contractor may schedule a meeting with the appropriate SWFWMD Office to discuss his Erosion Control Plan in detail, to expedite the review and approval process. Advise the Engineer of the time and place of any meetings scheduled with SWFWMD.

Do not begin construction activities until the Erosion Control Plan receives written approval from both SWFWMD and the Engineer.

(b) Projects permitted by the South Florida Water Management District or the St. Johns River Water Management District, require the following:

Obtain the Engineer's approval of the Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

(c) Projects authorized by permitting agencies other than the Water Management Districts or projects for which no permits are required require the following:

The Engineer will review and approve the Contractor's Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

Comply with the approved Erosion Control Plan.

**104-6 Construction Requirements.**

**104-6.1 Limitation of Exposure of Erodible Earth:** The Engineer may limit the surface areas of unprotected erodible earth exposed by the construction operation and may direct the Contractor to provide erosion or pollution control measures to prevent contamination of any river, stream, lake, tidal waters, reservoir, canal, or other water impoundments or to prevent detrimental effects on property outside the project right-of-way or damage to the project. Limit the area in which excavation and filling operations are being performed so that it does not exceed the capacity to keep the finish grading, turf, sod, and other such permanent erosion control measures current in accordance with the accepted schedule.

Do not allow the surface area of erodible earth that clearing and grubbing operations or excavation and filling operations expose to exceed 750,000 square feet without specific prior approval by the Engineer. This limitation applies separately to clearing and grubbing operations and excavation and filling operations.

The Engineer may increase or decrease the amount of surface area the Contractor may expose at any one time.

**104-6.2 Incorporation of Erosion and Sediment Control Features:** Incorporate permanent erosion control features into the project at the earliest practical time. Use temporary erosion and sediment control features found in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (E&SC Manual) to correct conditions that develop during construction which were not foreseen at the time of design, to control erosion and sediment prior to the time it is practical to construct permanent control features, or to provide immediate temporary control of erosion and sediment that

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

develops during normal construction operations, which are not associated with permanent erosion control features on the project. An electronic version of the E&SC Manual can be found at the following URL:

[www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/FLerosionSedimentManual.pdf](http://www.dot.state.fl.us/specificationsoffice/Implemented/URLinSpecs/Files/FLerosionSedimentManual.pdf)

Install all sediment control devices in a timely manner to ensure the control of sediment and the protection of lakes, streams, gulf or ocean waters, or any wetlands associated therewith and to any adjacent property outside the right-of-way as required.

At sites where exposure to such sensitive areas is prevalent, complete the installation of any sediment control device prior to the commencement of any earthwork.

After installation of sediment control devices, repair portions of any devices damaged at no expense to the Department. The Engineer may authorize temporary erosion and sediment control features when finished soil layer is specified in the Contract and the limited availability of that material from the grading operations will prevent scheduled progress of the work or damage the permanent erosion control features.

**104-6.3 Scheduling of Successive Operations:** Schedule operations such that the area of unprotected erodible earth exposed at any one time is not larger than the minimum area necessary for efficient construction operations, and the duration of exposure of uncompleted construction to the elements is as short as practicable.

Schedule and perform clearing and grubbing so that grading operations can follow immediately thereafter. Schedule and perform grading operations so that permanent erosion control features can follow immediately thereafter if conditions on the project permit.

**104-6.4 Details for Temporary Erosion and Sediment Control Features:**

**104-6.4.1 General:** Use temporary erosion, sediment and water pollution control features found in the E&SC Manual. These features consist of, but are not limited to, temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers, and chemical treatment. For design details for some of these items, refer to the Design Standards and E&SC Manual.

**104-6.4.2 Temporary Turf:** The Engineer may designate certain areas of turf or sod constructed in accordance with Section 570 as temporary erosion control features. For areas not defined as sod, constructing temporary turf by seeding only is not an option for temporary erosion control under this Section. The Engineer may waive the turf establishment requirements of Section 570 for areas with temporary turf that will not be a part of the permanent construction.

**104-6.4.3 Runoff Control Structures:** Construct runoff control structures in accordance with the details shown in the plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function.

**104-6.4.4 Sediment Containment Systems:** Construct sediment containment systems in accordance with the details shown in the plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function. Clean out sediment containment systems as necessary in accordance with the plans or as directed.

**104-6.4.5 Sediment Barriers:** Provide and install sediment barriers on stormwater structures within the project area or as directed by the Engineer, or as shown in the E&SC Manual to protect

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

against downstream accumulation of sediment. Sediment Barriers include, but are not limited to synthetic bales, silt fence, fiber logs and geosynthetic barriers. Reusable barriers that have had sediment deposits removed may be reinstalled on the project as approved by the Engineer.

**104-6.4.6 Silt Fence:**

**104-6.4.6.1 General:** Furnish, install, maintain, and remove silt fences, in accordance with the manufacturer's directions, these Specifications, the details as shown on the plans, the Design Standards, and the E&SC Manual.

**104-6.4.6.2 Materials and Installation:** Use a geotextile fabric made from woven or nonwoven fabric, meeting the physical requirements of Section 985 according to those applications for erosion control.

Choose the type and size of posts, wire mesh reinforcement (if required), and method of installation. Do not use products which have a separate layer of plastic mesh or netting. Provide a durable and effective silt fence that controls sediment comparable to the Design Standards and the E&SC Manual.

Erect silt fence at upland locations, across ditchlines and at temporary locations shown on the plans or approved by the Engineer where continuous construction activities change the natural contour and drainage runoff. Do not attach silt fence to existing trees unless approved by the Engineer.

**104-6.4.6.3 Inspection and Maintenance:** Inspect all silt fences immediately after each rainfall and at least daily during prolonged rainfall. Immediately correct any deficiencies. In addition, make a daily review of the location of silt fences in areas where construction activities have changed the natural contour and drainage runoff to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist, install additional silt fences as directed by the Engineer.

Remove sediment deposits when the deposit reaches approximately 1/2 of the volume capacity of the silt fence or as directed by the Engineer. Dress any sediment deposits remaining in place after the silt fence is no longer required to conform with the finished grade, and prepare and seed them in accordance with Section 570.

**104-6.4.7 Floating Turbidity Barriers and Staked Turbidity Barriers:** Install, maintain, and remove turbidity barriers to contain turbidity that may occur as the result of dredging, filling, or other construction activities which may cause turbidity to occur in the waters of the State. The Contractor shall be required to install turbidity barriers at the outfall south of US Highway 98 and maintain the barrier throughout construction. The Contractor may need to deploy turbidity barriers around isolated areas of concern such as seagrass beds, coral communities, etc. both within as well as outside the right-of-way limits. The Engineer will identify such areas as identified during construction. Place the barriers prior to the commencement of any work that could impact the area of concern. Install the barriers in accordance with the manufacturer details or as approved by the Engineer. Ensure that the type barrier used and the deployment and maintenance of the barrier will minimize dispersion of turbid waters from the construction site. The Engineer may approve alternate methods or materials.

Operate turbidity barriers in such a manner to avoid or minimize the degradation of the water quality of the surrounding waters and minimize damage to areas where floating barriers installed.

**104-6.4.8 Inlet Protection System:** Furnish and install inlet protection systems as shown in the plans, Design Standards and the E&SC Manual.

**104-6.4.9 Rolled Erosion Control Products (RECPs):**

**104-6.4.9.1 General:** Install RECPs in locations where temporary protection from erosion is needed. Two situations occur that require artificial coverings. The two situations have differing material requirements, which are described below.

(1) Use RECPs composed of natural or synthetic fiber mats, plastic sheeting, or netting as protection against erosion, when directed by the Engineer, during temporary pauses in construction caused by inclement weather or other circumstances. Remove the material when construction resumes.

(2) Use RECPs as erosion control blankets, at locations shown in the plans, to facilitate plant growth while permanent grassing is being established. For the purpose described, use non-toxic, biodegradable, natural or synthetic woven fiber mats. Install erosion control blankets capable of sustaining a maximum design velocity of 6.5 ft/sec as determined from tests performed by Utah State University, Texas Transportation Institute or an independent testing laboratory approved by the Department. Furnish to the Engineer, two certified copies of manufacturers test reports showing that the erosion control blankets meet the requirements of this Specification. Certification must be attested, by a person having legal authority to bind the manufacturing company. Also, furnish two 4 by 8 inch samples for product identification. The manufacturers test records shall be made available to the Department upon request. Leave the material in place, as installed, to biodegrade.

**104-6.4.10 Chemical Treatment:** Provide chemical treatment in accordance with the E&SC Manual. Chemical treatment may be used to clarify turbid or sediment laden water that does not yet meet state water quality standards or as an amendment to other erosion prevention and sediment control products to aid in their performance. The contractor must provide all of the required toxicity testing information in accordance with the E&SC Manual to the Engineer for review and acceptance prior to using any chemical treatment on the project site.

**104-6.5 Removal of Temporary Erosion Control Features:** In general, remove or incorporate into the soil any temporary erosion control features existing at the time of construction of the permanent erosion control features in an area of the project in such a manner that no detrimental effect will result. The Engineer may direct that temporary features be left in place.

**104-7 Maintenance of Erosion and Sediment Control Features.**

**104-7.1 General:** Provide routine maintenance of permanent and temporary erosion and sediment control features, at no expense to the Department, until the project is complete and accepted. If reconstruction of such erosion and sediment control features is necessary due to the Contractor's negligence or carelessness or, in the case of temporary erosion and sediment control features, failure by the Contractor to install permanent erosion control features as scheduled, the Contractor shall replace such erosion control features at no expense to the Department. If reconstruction of permanent or temporary erosion and sediment control features is necessary due to factors beyond the control of the Contractor, the Department will pay for replacement under the appropriate Contract pay item or items.

Inspect all erosion and sediment control features at least once every seven calendar days and within 24 hours of the end of a storm of 0.50 inches or greater. Maintain all erosion control features as required in the Stormwater Pollution Prevention Plan, Contractor's Erosion Control plan and as specified in the State of Florida Department of Environmental Protection Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**104-8 Protection During Suspension of Contract Time.**

If it is necessary to suspend the construction operations for any appreciable length of time, shape the top of the earthwork in such a manner to permit runoff of rainwater, and construct earth berms along the top edges of embankments to intercept runoff water. Provide temporary slope drains to carry runoff from cuts and embankments that are in the vicinity of rivers, streams, canals, lakes, and impoundments. Locate slope drains at intervals of approximately 500 feet, and stabilize them by paving or by covering with waterproof materials. Should such preventive measures fail, immediately take such other action as necessary to effectively prevent erosion and siltation. The Engineer may direct the Contractor to perform, during such suspensions of operations, any other erosion and sediment control work deemed necessary.

**104-9 Method of Measurement.**

Erosion Control shall be measured based on percent complete of the total project. Erosion control measures are required until the project area has been fully stabilized. No separate measurement for individual erosion control devices shall be provided.

Upon acceptance by the Engineer, the quantity of floating turbidity barriers, sediment barriers, staked turbidity barriers, and inlet protection devices will be paid for regardless of whether materials are new, used, or relocated from a previous installation on the project. Protection of newly constructed inlets and drainage systems is incidental to their installation. No separate payment will be made for temporary erosion control devices used to protect newly constructed drainage systems.

**104-10 Basis of Payment.**

Prices and payments will be full compensation for all work specified in this Section, including construction and routine maintenance of temporary erosion control features.

Any additional costs resulting from compliance with the requirements of this Section, other than construction, routine maintenance, and removal of temporary erosion control features, will be included in the Contract unit prices for the item or items to which such costs are related. The work of Performance Turf designated as a temporary erosion control feature in accordance with 104-6.4.2 will be paid for under the appropriate pay items specified in Sections 570 and 580.

Additional temporary erosion control features constructed as directed by the Engineer will be paid for as unforeseeable work.

In case of repeated failure on the part of the Contractor to control erosion, pollution, or siltation, the Engineer reserves the right to employ outside assistance or to use the Department's own forces to provide the necessary corrective measures. Any such costs incurred, including engineering costs, will be charged to the Contractor and appropriate deductions made from the monthly progress estimate.

Payment will be made under:

***Item No. 104-1 Erosion & Pollution Control***

***- per Lump Sum (LS)***

**END OF SECTION 104**

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**SECTION 105****CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS****105-1 General.****105-1.1 Quality Control Documentation**

**105-1.1.1 Submission of Materials Certification and Reporting Test Results:** Provide certifications prior to placement of materials. Report test results at completion of the test and meet the requirements of the applicable Specifications.

**105-1.2 Inspections to Assure Compliance with Acceptance Criteria**

**105-1.2.1 General:** The Owner is not obligated to make an inspection of materials at the source of supply, manufacture, or fabrication. Provide the Engineer with unrestricted entry at all times to such parts of the facilities that concern the manufacture, fabrication, or production of the ordered materials. Bear all costs incurred in determining whether the material meets the requirements of these Specifications.

**105-1.2.2 Quality Control Inspection:** Provide all necessary inspection to assure effective Quality Control of the operations related to materials acceptance. This includes but is not limited to sampling and testing, production, storage, delivery, construction and placement. Ensure that the equipment used in the production and testing of the materials provides accurate and precise measurements in accordance with the applicable Specifications. Maintain a record of all inspections, including but not limited to, date of inspection, results of inspection, and any subsequent corrective actions taken. Make available to the Engineer the inspection records, when requested.

**105-1.2.3 Notification of Placing Order:** Order materials sufficiently in advance of their incorporation in the work to allow time for sampling, testing and inspection. Notify the Engineer, prior to placing orders for materials.

Submit to the Engineer a fabrication schedule for all items requiring inspection, before or at the preconstruction meeting. These items include any item identified as an item requiring inspection in the Contract Documents. Notify the Engineer at least 30 days before beginning any production and include a production schedule.

**105-2 Additional Requirements for Lump Sum Projects.**

Prepare and submit to the Engineer a project-specific list of material items and quantities to be used on the project as a Job Guide Schedule 21 calendar days prior to commencement of construction. Provide up-to-date quantities for the items on the Job Guide Schedule to the Engineer with each monthly progress estimate. The Owner may not authorize payment of any progress estimate not accompanied by updated Job Guide Schedule quantities. Maintain the Job Guide Schedule throughout the project including the quantity placed since the previous submittal, and total to date quantity and any additional materials placed. Do not commence work activities that require testing until the Job Guide Schedule has been reviewed and accepted by the Engineer. At final acceptance, submit a final Job Guide Schedule that includes all materials used on the project in the same format as the monthly reports.

**105-3 Quality Control Program.**

**105-3.1 General:** Certain operations require personnel with specific qualifications. Certain materials

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

require production under an approved Quality Control (QC) Plan to ensure that these materials meet the requirements of the Contract Documents. Applicable materials include hot mix asphalt, Portland cement concrete (Structural), earthwork, cementitious materials, timber, steel and miscellaneous metals, galvanized metal products, prestressed and/or precast concrete products and drainage products. For all applicable materials included in the Contract, submit a QC Plan prepared in accordance with the requirements of this Section to the Engineer. Do not incorporate any of these materials into the project prior to the Engineer's approval of the QC Plan.

Steel and Miscellaneous Metal products, including aluminum, are defined as the metal components of bridges, including pedestrian and moveable bridges, overhead and cantilevered sign supports, ladders and platforms, bearings, end wall grates, roadway gratings, drainage items, expansion joints, roadway decking, shear connectors, handrails, galvanized products, fencing, guardrail, light poles, high mast light poles, standard mast arm assemblies and Monotube assemblies, stay in-place forms, casing pipe, strain poles, fasteners, connectors and other hardware.

When accreditation or certification is required, make supporting documents from the two previous inspections performed by the accrediting or certifying agency available to the Engineer upon request.

Obtain Engineer approval prior to beginning production. Meet and maintain the approved Quality Control Program requirements at all times. Production and construction of these products without the Engineer's prior approval of a Quality Control Program may result in rejection of the products. Continued approval will be subject to satisfactory results from Engineer evaluations, including the Independent Assurance program. In cases of non-compliance with the approved Quality Control Program, identify all affected material and do not incorporate or supply to the Owner projects. The following conditions may result in suspension of a Quality Control Program:

- a. Failure to timely supply information required.
- b. Repeated failure of material to meet Standard Specification requirements.
- c. Failure to take immediate corrective action relative to deficiencies in the performance of the Quality Control Program.
- d. Certifying materials that are not produced under an approved Quality Control Program for use on Owner projects.
- e. Failure to correct any deficiencies related to any requirement of the Quality Control Program, having received notice from the Engineer, within the amount of time defined in the notice.

**105-3.2 Compliance with the Materials Manual**

Producers of Flexible Pipe shall meet the requirements of Section 6.1, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL: <http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section61.pdf>.

Producers of Precast Concrete Pipe shall meet the requirements of Section 6.2, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL: <http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section62.pdf>.

Producers of Precast Concrete Drainage Structures shall meet the requirements of Section 6.3, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL: <http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section63.pdf>.

Producers of Precast/Prestressed Concrete Products shall meet the requirements of Sections 8.1 and 8.3 of the FDOT's Materials Manual, which may be viewed at the following URLs: <http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section81.pdf>.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

[YPERLINK "http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section83.pdf"](http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section83.pdf)  
<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section83.pdf>.

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL:

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section84.pdf>

Producers of Incidental Precast/Prestressed Concrete Products shall meet the requirements of Section 8.2, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL:

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section82.pdf>.

Producers of Portland Cement Concrete shall meet the requirements of Section 9.2, Volume II of the FDOT's Materials Manual, which may be viewed at the following URL:

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section92.pdf>.

Producers of Structural Steel and Miscellaneous Metal Components shall meet the requirements of Sections 11.1, 11.2, 11.4 and 11.5 of the FDOT's Materials Manual, which may be viewed at the following URLs:

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section111.pdf>

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/Files/section112.pdf>

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/files/Section114.pdf>

<http://www.dot.state.fl.us/specificationoffice/Implemented/URLinSpecs/files/Section115.pdf>

### **105-3.3 Hot Mix Asphalt, Portland Cement Concrete (Structural), Earthwork, Cementitious Materials, Timber, Steel and Miscellaneous Metals, Galvanized Metal Products, Prestressed and/or Precast Concrete Products and Drainage Products Quality**

**Control Program:** Have an accepted Quality Control Program, developed in accordance with this Section, during the production of materials to be used on Department projects.

**105-3.4 Prestressed Concrete Quality Control Program:** Ensure that prestressed concrete plants participating in the Department's Acceptance Program are qualified.

Obtaining qualification requires a current certification from an Engineer approved precast prestressed concrete plant certification agency and a Engineer approved Quality Control Plan, meeting the requirements of this Section. The list of approved certification agencies is available on the website of the Florida State Materials Office.

**105-3.5 Steel and Miscellaneous Metals Quality Control Program:** Ensure that the fabricators of Steel and miscellaneous metal products participating in the Department's Quality Control Acceptance Program are qualified. Obtaining qualification requires an accepted Quality Control Plan, developed in accordance with this Section. A current American Institute for Steel Construction (AISC) certification is a requirement for the Quality Control Acceptance Program of the steel and miscellaneous metal fabricators, provided that AISC certification program is available for the category of the fabrication products.

**105-3.6 Quality Control Plan Review and Acceptance:** The Engineer will respond to the producer within 21 calendar days of receipt of the proposed Quality Control Program. The Engineer may perform evaluation activities to verify compliance with submitted documents prior to acceptance.

If the Quality Control Program must be revised for any reason, including non-compliance, submit the revision to the Engineer. The Engineer will respond to the producer within 7 calendar days of receipt

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

of the revised Quality Control Program.

**105-3.8 Contractor's Quality Control Plan:** Have an approved Quality Control Plan meeting the requirements of this Section for the transportation, storage, placement, and other related construction operations required by the Contract Documents.

**105-4 Contractor Certification of Compliance.**

Provide the Engineer with a monthly certification of compliance with the requirements of this Section, to accompany each progress estimate. The Engineer may not authorize payment of any progress estimate not accompanied by an executed certification document.

Final payment will not be made until a final certification summarizing all QC exceptions has been submitted.

**105-5 Guidelines for Development of the Quality Control Plan.**

**105-5.1 General:** Use the following guidelines for developing the QC Plan. Provide detailed policies, methods and procedures to ensure the specified quality of all applicable materials and related production and field operations. Include other items in addition to these guidelines as necessary.

**105-5.2 Personnel:**

**105-5.2.1 Qualifications:** Provide the names of certifications and other pertinent certifications held and the expiration dates for each certification for each technician. Include employed and subcontracted technicians.

**105-5.2.2 Level of Responsibility:** Identify the primary contact for the Engineer. Identify roles and responsibilities of various personnel involved in the QC process.

**105-5.3 Raw Materials:**

**105-5.3.1 Source:** Identify the sources of raw materials. Provide locations and plant or mine numbers when applicable.

**105-5.3.2 Certification:** Describe methods of verifying compliance of certification with the specifications.

**105-5.3.3 Disposition of Failing Materials:** Describe the system for controlling non-conforming materials, including procedures for identification, isolation and disposition.

**105-5.4 Storage Facilities for Raw Materials:** Describe measures and methods, including bedding details, for preventing segregation, contamination and degradation. Describe methods of identifying individual materials. Where applicable, submit a site plan showing the locations of various materials.

**105-5.5 Production Equipment:** Describe calibration frequencies, maintenance schedule and procedures for production equipment.

**105-6 Quality Control Plan Submittal.**

Submit the QC Plan to the Engineer for approval within 21 calendar days after the Contract Award. The

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Engineer will review the QC Plan and respond to the Contractor within 21 calendar days of receipt.

If at any time the Contractor is not in compliance with the approved QC Plan, or a part thereof, affected portions of the plan will be disapproved. Cease work in the affected operation(s) and submit a revision to the Engineer. If the QC Plan, or a part thereof, must be revised, submit the revision to the Engineer. The Engineer will review the revision and respond within seven calendar days of receipt.

Continue to work on operations that are still in compliance with the approved sections of the QC Plan.

**105-7 Personnel Qualifications.**

**105-7.1 QC Manager:** Designate a QC Manager who has full authority to act as the Contractor's agent to institute any and all actions necessary for the successful implementation of the QC Plan. The QC Manager must speak and understand English. The QC Manager must be on-site at the project on a daily basis or always available upon four hours notice to administer the QC Plan. This includes administering, implementing, monitoring, and as necessary, adjusting the processes to ensure compliance with the Contract Documents.

**105-7.2 Worksite Traffic Supervisor:** Provide a Worksite Traffic Supervisor who is responsible for initiating, installing, and maintaining all traffic control devices as described in Section 102 and in the Contract Documents.

**105-7.3 Flagger:** Provide trained flaggers to direct traffic where one-way operation in a single lane is in effect and in other situations as required.

**105-7.4 Asphalt Quality Control Personnel:**

**105-7.4.1 Paving Technicians:** For paving operations (with the exception of miscellaneous or temporary asphalt), keep a qualified on the roadway at all times when placing asphalt mix.

**105-7.4.2 Mix Designer:** Ensure all mix designs are developed by individuals who are qualified as an Asphalt Hot Mix Designer.

**END OF SECTION 105**

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**SECTION 120****EXCAVATION AND EMBANKMENT****120-1 Description.**

**120-1.1 General:** Excavate and construct embankments as required for the roadway, ditches, channel changes and borrow material. Use suitable excavated material or authorized borrow to prepare subgrades and foundations. Construct embankments in accordance with Design Standards, Index 505. Compact and dress excavated areas and embankments.

For excavation and backfilling of structures, comply with the requirements of Section 125. Excavate material for clearing and grubbing in accordance with the requirements of Section 110. Material displaced by the storm sewer or drainage structure system is not included in the earthwork quantities shown in the Plans.

**120-1.2 Unidentified Areas of Contamination:** When encountering or exposing any abnormal condition indicating the presence of contaminated materials, cease operations immediately in the vicinity and notify the Engineer. The presence of tanks or barrels; discolored earth, metal, wood, ground water, etc.; visible fumes; abnormal odors; excessively hot earth; smoke; or other conditions that appear abnormal may indicate the presence of contaminated materials and must be treated with extreme caution.

Make every effort to minimize the spread of contamination into uncontaminated areas. Immediately provide for the health and safety of all workers at the job site and make provisions necessary for the health and safety of the public that may be exposed to any potentially hazardous conditions. Ensure provisions adhere to all applicable laws, rules or regulations covering potentially hazardous conditions and will be in a manner commensurate with the gravity of the conditions.

The Engineer will notify the District Contamination Impact Coordinator (DCIC) who will coordinate selecting and tasking the Department's Contamination Assessment/Remediation Contractor (CAR). Provide access to the potentially contaminated area. Preliminary investigation by the CAR Contractor will determine the course of action necessary for site security and the steps necessary under applicable laws, rules, and regulations for additional assessment and/or remediation work to resolve the contamination issue.

The CAR Contractor will delineate the contamination area(s), any staging or holding area required, and, in cooperation with the Prime Contractor and Engineer, develop a work plan that will provide the CAR Contractor's operations schedule with projected completion dates for the final resolution of the contamination issue.

The CAR Contractor will maintain jurisdiction over activities inside any outlined contaminated areas and any associated staging holding areas. The CAR Contractor will be responsible for the health and safety of workers within the delineated areas. Provide continuous access to these areas for the CAR Contractor and representatives of regulatory or enforcement agencies having jurisdiction.

Both Contractors will use the schedule as a basis for planning the completion of both work efforts. The Engineer may grant the Contract Time extensions according to the provisions of 8-7.3.2.

Cooperate with the CAR Contractor to expedite integration of the CAR Contractor's operations into the construction project. The Prime Contractor is not expected to engage in routine construction

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

activities, such as excavating, grading, or any type of soil manipulation, or any construction processes required if handling of contaminated soil, surface water or ground water is involved. All routine construction activities requiring the handling of contaminated soil, surface water or groundwater will be by the CAR Contractor. Adjustments to quantities or to Contract unit prices will be made according to work additions or reductions on the part of the Prime Contractor in accordance with 4-3.

The Engineer will direct the Prime Contractor when operations may resume in the affected area.

**120-2 Classifications of Excavation.**

**120-2.1 General:** The Department may classify excavation specified under this Section for payment as any of the following: (1) Regular Excavation, (2) Subsoil Excavation, (3) Lateral Ditch Excavation, and (4) Channel Excavation.

If the proposal does not show Subsoil Excavation or Lateral Ditch Excavation as separate items of payment, include such excavation under the item of Regular Excavation.

If the proposal shows Lateral Ditch Excavation as a separate item of payment, but does not show Channel Excavation as a separate item of payment, include such excavation under the item of Lateral Ditch Excavation. Otherwise, include Channel Excavation under the item of Regular Excavation.

**120-2.2 Regular Excavation:** Regular Excavation includes roadway excavation and borrow excavation, as defined below for each.

**120-2.2.1 Roadway Excavation:** Roadway Excavation consists of the excavation and the utilization or disposal of all materials necessary for the construction of the roadway, ditches, channel changes, etc., except as may be specifically shown to be paid for separately and that portion of the lateral ditches within the limits of the roadway right-of-way as shown in the Plans.

**120-2.2.2 Borrow Excavation:** Borrow Excavation consists of the excavation and utilization of material from authorized borrow pits, including only material that is suitable for the construction of roadway embankments or of other embankments covered by the Contract.

A Cost Savings Initiative Proposal submittal based on using borrow material from within the project limits will not be considered.

**120-2.3 Subsoil Excavation:** Subsoil Excavation consists of the excavation and disposal of muck, clay, rock, or any other material that is unsuitable in its original position and that is excavated below the finished grading template. For stabilized bases and sand bituminous road mixes, consider the finished grading template as the top of the finished base, shoulders and slopes. For all other bases and rigid pavement, consider the finished grading template as the finished shoulder and slope lines and bottom of completed base or rigid pavement. For pond and ditches that identify the placement of a blanket material, consider the finished grading template as the bottom of the blanket material. Subsoil Excavation also consists of the excavation of all suitable material within the above limits as necessary to excavate the unsuitable material. Consider the limits of Subsoil Excavation indicated in the Plans as being particularly variable, in accordance with the field conditions actually encountered.

The quantity of material required to replace the excavated material and to raise the elevation of the roadway to the bottom of the template will be paid for under Embankment or Borrow Excavation (Truck Measure).

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**120-2.4 Lateral Ditch Excavation:** Lateral Ditch Excavation consists of all excavation of inlet and outlet ditches to structures and roadway, changes in channels of streams, and ditches parallel to the roadway right-of-way. Dress lateral ditches to the grade and cross-section shown in the Plans.

**120-2.5 Channel Excavation:** Channel Excavation consists of the excavation and satisfactory disposal of all materials from the limits of the channel as shown in the Plans.

**120-3 Preliminary Soils Investigations.**

When the Plans contain the results of a soil survey, do not assume such data is a guarantee of the depth, extent, or character of material present.

**120-4 Removal of Unsuitable Materials and Existing Roads.**

**120-4.1 Subsoil Excavation:** Where muck, rock, clay, or other material within the limits of the roadway is unsuitable in its original position, excavate such material to the cross-sections shown in the Plans or indicated by the Engineer, and backfill with suitable material. Shape backfill material to the required cross-sections. Where the removal of plastic soils below the finished earthwork grade is required, meet a construction tolerance, from the lines shown in the plans as the removal limits, of plus or minus 0.2 feet in depth and plus or minus 6 inches (each side) in width.

**120-4.2 Construction over Existing Old Road:** Where a new roadway is to be constructed over an old one, plow or scarify the old road, and break it up full width, regardless of height of fill. If the Plans provide that paving materials may be incorporated into the fill, distribute such material in a manner so as not to create voids. Recompact the old road meeting the requirements of 120-10.2.

**120-4.3 Obliterating Old Road:** Where the Plans call for obliteration of portions of an old road outside of the proposed new roadway, obliterate such sections of the old road by grading to fill ditches and to restore approximately the original contour of the ground or a contour which produces a pleasing appearance.

**120-5 Disposal of Surplus and Unsuitable Material.**

**120-5.1 Ownership of Excavated Materials:** Dispose of surplus and excavated materials as shown in the Plans or, if the Plans do not indicate the method of disposal, take ownership of the materials and dispose of them outside the right-of-way.

**120-5.2 Disposal of Muck on Side Slopes:** As an exception to the provisions of 120-5. 1, when approved by the Engineer, in rural undeveloped areas, the Contractor may place muck (A-8 material) on the slopes, or store it alongside the roadway, provided there is a clear distance of at least 6 feet between the roadway grading limits and the muck, and the Contractor dresses the muck to present a neat appearance. In addition, the Contractor may also dispose of this material by placing it on the slopes in developed areas where, in the opinion of the Engineer, this will result in an aesthetically pleasing appearance and will have no detrimental effect on the adjacent developments. Where the Engineer permits the disposal of muck or other unsuitable material inside the right-of-way limits, do not place such material in a manner which will impede the inflow or outfall of any channel or side ditches. The Engineer will determine the limits adjacent to channels within which such materials may be disposed.

**120-5.3 Disposal of Paving Materials:** Unless otherwise noted, take ownership of paving materials, such as paving brick, asphalt block, concrete slab, sidewalk, curb and gutter, etc., excavated in the removal of existing pavements, and dispose of them outside the right-of-way. If the materials are to remain the property of the Department, place them in neat piles as directed. Existing limerock base

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

that is removed may be incorporated in the stabilized portion of the subgrade. If the construction sequence will allow, incorporate all existing limerock base into the project as allowed by the Contract Documents.

**120-5.4 Disposal Areas:** Where the Contract Documents require disposal of excavated materials outside the right-of-way, and the disposal area is not indicated in the Contract Documents, furnish the disposal area without additional compensation.

Provide areas for disposal of removed paving materials out of sight of the project and at least 300 feet from the nearest roadway right-of-way line of any State-maintained road. If the materials are buried, disregard the 300 foot limitation.

**120-6 Borrow.**

**120-6.1 Materials for Borrow:** Do not open borrow pits until the Engineer has approved their location.

Do not provide borrow materials that are polluted as defined in Chapter 376 of the Florida Statutes (oil of any kind and in any form, gasoline, pesticides, ammonia, chlorine, and derivatives thereof, excluding liquefied petroleum gas) in concentrations above any local, State, or Federal standards.

Prior to placing any borrow material that is the product of soil incineration, provide the Engineer with a copy of the Certificate of Materials Recycling and Post Burn Analysis showing that the material is below all allowable pollutant concentrations.

**120-6.2 Furnishing of Borrow Areas:** To obtain the Engineer's approval to use an off-site construction activity area that involves excavation such as a borrow pit or local aggregate pit, request in writing, a review for - cultural resources involvement. Send the request to the Division of Historical Resources (DHR), Department of State, State Historic Preservation Officer, Tallahassee, FL. As a minimum, include in the request the Project Identification Number, the County, a description of the property with Township, Range, Section, etc., the dimensions of the area to be affected, and a location map. Do not start any work at the off-site construction activity area prior to receiving clearance from the DHR that no additional research is warranted.

For certain locations, the DHR will require a Cultural Resources Assessment Survey before approval can be granted. When this is required, secure professional archaeological services to complete an historical and archaeological survey report. Submit the report to the DHR with a copy to the Department. The Engineer will determine final approval or rejection of off-site construction activity areas based on input from the DHR.

Before receiving approval or before use of borrow areas, obtain written clearance from the engineer concerning compliance with the Federal Endangered Species Act and other Wildlife Regulations as specified in 7-1.4 and Section 4(f) of the USDOT Act as specified in 7- 1.8.

The Department will adjust Contract Time in accordance with 8-7 for any suspension of operations required to comply with this Article. The Department will not accept any monetary claims due to delays or loss of off-site construction activity areas.

Except where the Plans specifically call for the use of a particular borrow or dredging area, the Contractor may substitute borrow or dredging areas of his own choosing provided: (1) the Engineer determines the materials from such areas meet the Department's standards and other requirements for stability for use in the particular sections of the work in which it is to be placed, and (2) the

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Contractor absorbs any increase in hauling or other costs. Stake the corners of the proposed borrow area and provide the necessary equipment along with an operator in order for the Engineer to investigate the borrow area. The Engineer will determine test locations, collect samples, and perform tests to investigate the proposed borrow area based on soil strata and required soil properties. The Engineer will approve use of materials from the proposed area based on test results and project requirements. Final acceptance of materials will be based on Point of Use Test as described in 6-1.2.4.

Before using any borrow material from any substitute areas, obtain the Engineer's approval, in writing, for the use of the particular areas, and, where applicable, ensure that the Engineer has cross-sectioned the surface. Upon such written approval by the Engineer, consider the substitute areas as designated borrow areas.

When furnishing the dredging or borrow areas, supply the Department with evidence that the necessary permits, rights, or waivers for the use of such areas have been secured.

Do not excavate any part of a Contractor furnished borrow area which is less than 300 feet from the right-of-way of the project or any State Road until the Engineer has approved a plan for landscaping and restoring the disturbed area. Perform this landscaping and land restoration at no expense to the Department, prior to final acceptance of the project. Do not provide a borrow area closer than 25 feet to the right-of-way of any state road. In Department furnished borrow pits, do not excavate material within 5 feet of adjacent property lines.

Upon completion of excavation, neatly shape, dress, grass, vegetate, landscape, and drain all exposed areas including haul roads, as necessary so as not to present an objectionable appearance.

Meet the requirements of Section 104 when furnishing borrow areas, regardless of location.

**120-6.3 Borrow Material for Shoulder Build-up:** When so indicated in the Plans, furnish borrow material with a specific minimum bearing value, for building up of existing shoulders. Blend materials as necessary to achieve this specified minimum bearing value prior to placing the materials on the shoulders. Take samples of this borrow material at the pit or blended stockpile. Include all costs of providing a material with the required bearing value in the Contract unit price for borrow material.

**120-6.4 Haul Routes for Borrow Pits:** Provide and maintain, at no expense to the Department, all necessary roads for hauling the borrow material. Where borrow area haul roads or trails are used by others, do not cause such roads or trails to deteriorate in condition.

Arrange for the use of all non-public haul routes crossing the property of any railroad. Incur any expense for the use of such haul routes. Establish haul routes which will direct construction vehicles away from developed areas when feasible, and keep noise from hauling operations to a minimum. Advise the Engineer in writing of all proposed haul routes.

**120-6.5 Authorization for Use of Borrow:** When the item of Borrow Excavation is included in the Contract, use borrow only when sufficient quantities of suitable material are not available from roadway and drainage excavation, to properly construct the embankment, subgrade, and shoulders, and to complete the backfilling of structures. Do not use borrow material until so ordered by the Engineer, and then only use material from approved borrow pits.

**120-7 Materials for Embankment.**

**120-7.1 Use of Materials Excavated From the Roadway and Appurtenances:** Assume

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

responsibility for determining the suitability of excavated material for use on the project in accordance with the applicable Contract Documents. Consider the sequence of work and maintenance of traffic phasing in the determination of the availability of this material.

**120-7.2 General Requirements for Embankment Materials:** Construct embankments of acceptable material including reclaimed asphalt pavement (RAP), reclaimed concrete aggregate (RCA) and portland cement concrete rubble, but containing no muck, stumps, roots, brush, vegetable matter, rubbish, reinforcement bar or other material that does not compact into a suitable and enduring roadbed. Do not use RAP or RCA in the top 3 feet of slopes and shoulders that are to be grassed or have other type of vegetation established.

Remove all waste material designated as undesirable. Use material in embankment construction in accordance with plan details or as the Engineer directs.

Complete the embankment using maximum particle sizes (in any dimension) as follows:

In top 12 inches: 3 1/2 inches (in any dimension). 12 to 24 inches: 6 inches (in any dimension).

In the depth below 24 inches: not to exceed 12 inches (in any dimension) or the compacted thickness of the layer being placed, whichever is less.

Spread all material so that the larger particles are separated from each other to minimize voids between them during compaction. Compact around these rocks in accordance with 120-9.2.

When and where approved by the Engineer, the Contractor may place larger rocks (not to exceed 18 inches in any dimension) outside the one to two slope and at least 4 feet or more below the bottom of the base. Compact around these rocks to a firmness equal to that of the supporting soil. Construct grassed embankment areas in accordance with 120-9.2.6. Where constructing embankments adjacent to bridge end bents or abutments, do not place rock larger than 3 1/2 inches in diameter within 3 feet of the location of any end-bent piling.

**120-7.3 Materials Used at Pipes, Culverts, etc.:** Construct embankments over and around pipes, culverts, and bridge foundations with selected materials.

**120-8 Embankment Construction.**

**120-8.1 General:** Construct embankments in sections of not less than 300 feet in length or for the full length of the embankment. Perform work in accordance with an approved Quality Control Plan meeting the requirements of 105-3.

For construction of mainline pavement lanes, turn lanes, ramps, parking lots, concrete box culverts and retaining wall systems, a LOT is defined as a single lift of finished embankment not to exceed 500 feet.

For construction of shoulder-only areas, bike/shared use paths, and sidewalks areas, a LOT is defined as 2,000 feet or one Day's Production, whichever is greater.

Isolated compaction operations will be considered as separate LOTS. For multiple phase construction, a LOT shall not extend beyond the limits of the phase.

**120-8.2 Dry Fill Method:**

**120-8.2.1 General:** Construct embankments to meet compaction requirements in Article 120-9

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

and in accordance with the acceptance program requirements in 120-10. Restrict the compacted thickness of the last embankment lift to 6 inches maximum.

**120-8.2.1.1 For A-3, and A-2-4 Materials with up to 15% fines:** Construct the embankment in successive layers with lifts up to a maximum compacted thickness of 12 inches. Ensure the percentage of fines passing the No. 200 US Standard sieve in the A-2-4 material does not exceed 15%.

**120-8.2.1.2 For A-1, Plastic materials (As designated in Design Standard Index 505) and A-2-4 Materials with greater than 15% fines:** Construct the embankment in successive layers with lifts up to a maximum compacted thickness of 6 inches.

Alternately, for A-1, Plastic material and A-2-4 Materials with greater than 15% fines, construct embankments using thick lift construction in successive layers of not more than 12 inches compacted thickness, after having demonstrated with a successful test section, the possession and control of compacting equipment sufficient to achieve density required by 120-10.2 for the full depth of a thicker lift, and if the Engineer approves the compaction effort. Notify the Engineer prior to beginning construction of a test section.

Construct a test section of the length of one full LOT. Perform five QC tests at random locations within the test section. All five QC tests and a Department Verification test must meet the density required by 120-10.2. Identify the test section with the compaction effort and soil classification in the Density Log Book. In case of a change in compaction effort or soil classification, failing QC test or when the QC tests cannot be verified, construct a new test section. The Contractor may elect to place material in 6 inches compacted thickness at any time. Construct all layers approximately parallel to the centerline profile of the road.

The Engineer reserves the right to terminate the Contractor's use of thick lift construction. Whenever the Engineer determines that the Contractor is not achieving satisfactory results, revert to the 6 inch compacted lifts.

As far as practicable, distribute traffic over the work during the construction of embankments so as to cover the maximum area of the surface of each layer.

Construct embankment in the dry whenever normal dewatering equipment and methods can accomplish the needed dewatering.

**120-8.2.1.3 Equipment and Methods:** Provide normal dewatering equipment including, but not limited to, surface pumps, sump pumps and trenching/digging machinery. Provide normal dewatering methods including, but not limited to, constructing shallow surface drainage trenches/ditches, using sand blankets, sumps and siphons.

When normal dewatering does not adequately remove the water, the Engineer may require the embankment material to be placed in the water or on low swampy ground in accordance with 120-9.2.3.

**120-8.2.2 Placing in Unstable Areas:** Where depositing the material in water, or on low swampy ground that will not support the weight of hauling equipment, construct the embankment by dumping successive loads in a uniformly distributed layer of a thickness not greater than necessary to support the hauling equipment while placing subsequent layers. Once sufficient material has been placed so that the hauling equipment can be supported, construct the remaining portion of the embankment in layers in accordance with the applicable provisions of 120-9.2.2 and 120-9.2.4.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**120-8.2.3 Placing on Steep Slopes:** When constructing an embankment on a hillside sloping more than 20 degrees from the horizontal, before starting the fill, deeply plow or cut into steps the surface of the original ground on which the embankment is to be placed.

**120-8.2.4 Placing Outside Standard Minimum Slope:** Where material that is unsuitable for normal embankment construction is to be used in the embankment outside the standard minimum slope (approximately one to two), place such material in layers of not more than 18 inches in thickness, measured loose. The Contractor may also place material which is suitable for normal embankment, outside such standard minimum slope, in 18 inch layers.

Maintain a constant thickness for suitable material placed within and outside the standard minimum slope, unless placing in a separate operation.

**120-8.3 Hydraulic Method:**

**120-8.3.1 Method of Placing:** When the hydraulic method is used, as far as practicable, place all dredged material in its final position in the embankment by such method. Place and compact any dredged material that is rehandled, or moved and placed in its final position by any other method, as specified in 120-9.2. The Contractor may use baffles or any form of construction he may select provided the slopes of the embankments are not steeper than indicated in the Plans. Remove all timber used for temporary bulkheads or baffles from the embankment, and fill and thoroughly compact the holes thus formed. When placing fill on submerged land, construct dikes prior to beginning of dredging, and maintain the dikes throughout the dredging operation.

**120-8.3.2 Excess Material:** Do not use excess material placed outside the prescribed slopes, below the normal high-water level, to raise the fill. Remove only the portion of this material required for dressing the slopes.

**120-8.3.3 Protection of Openings in Embankment:** Leave openings in the embankments at the bridge sites. Remove any material which invades these openings or existing channels without additional compensation to provide the same depth of channel as existed before the construction of the embankment. Do not excavate or dredge any material within 200 feet of the toe of the proposed embankment.

**120-8.4 Reclaimed Asphalt Pavement (RAP) Method:**

**120-8.4.1 General:** Use only RAP material: 1) stored at facilities with an approved Florida Department of Environmental Protection Stormwater permit; or, 2) transferred directly from a milling project to the Department project. Certify the source if RAP material is from an identifiable Department project. Do not use RAP material in the following areas:

- 1) Construction areas that are below the seasonal high groundwater table elevation;
- 2) MSE Wall backfill;
- 3) Underneath MSE Walls or
- 4) The top 6 inches of embankment.

Prior to placement, submit documentation to the Engineer for his approval, outlining the proposed location of the RAP material.

**120-8.4.2 Soil and RAP Mixture:** Place the RAP material at the location and spread uniformly,

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

using approved methods to obtain a maximum layer thickness of 4 inches. Mix this 4 inches maximum layer of RAP with a loose soil layer of 8 to 10 inches thickness. After mixing, meet all Embankment Utilization requirements of Index 505 for the location used. Do not mix RAP in the uppermost 12 inches in order to comply with 120-8.2.1. The total RAP and other embankment material shall not exceed 12 inches per lift after mixing and compaction if the contractor can demonstrate that the density of the mixture can be achieved. Perform mixing using rotary tillers or other equipment meeting the approval of the Engineer. The Engineer will determine the order in which to spread the two materials. Mix both materials to the full depth. Ensure that the finished layer will have the thickness and shape required by the typical section. Demonstrate the feasibility of this construction method by successfully completing a 500-foot-long test section. For embankment construction, meet the requirements of 120-8. For compaction requirements of the soil and RAP mixture, meet the requirements of 120-9.

120-8.4.3 Alternate Soil and RAP Layer Construction: Construct soil in 6 to 12 inch compacted lifts and RAP in alternate layers with 6 inch maximum compacted lifts. Use soil with a minimum LBR value of 40 to prevent failure during compaction of the overlying RAP layer. Demonstrate the feasibility of this construction method by successfully completing a 500-foot-long test section. For compaction requirements of both soil and RAP, meet the requirements of 120-9.

**120-9 Compaction Requirements.**

**120-9.1 Moisture Content:** Compact the materials at a moisture content such that the specified density can be attained. If necessary to attain the specified density, add water to the material, or lower the moisture content by manipulating the material or allowing it to dry, as is appropriate.

**120-9.2 Compaction of Embankments:**

**120-9.2.1 General:** Uniformly compact each layer, using equipment that will achieve the required density, and as compaction operations progress, shape and manipulate each layer as necessary to ensure uniform density throughout the embankment.

**120-9.2.2 Compaction Over Unstable Foundations:** Where the embankment material is deposited in water or on low swampy ground, and in a layer thicker than 12 inches (as provided in 120-8.2.2), compact the top 6 inches (compacted thickness) of such layer to the density as specified in 120-10.2.

**120-9.2.3 Compaction Where Plastic Material Has Been Removed:** Where unsuitable material is removed and the remaining surface is of the A-4, A-5, A-6, or A-7 Soil Groups (see AASHTO M-145), as determined by the Engineer, compact the surface of the excavated area by rolling with a sheepsfoot roller exerting a compression of at least 250 psi on the tamper feet, for the full width of the roadbed (subgrade and shoulders). Perform rolling before beginning any backfill, and continue until the roller feet do not penetrate the surface more than 1 inch. Do not perform such rolling where the remaining surface is below the normal water table and covered with water. Vary the procedure and equipment required for this operation at the discretion of the Engineer.

**120-9.2.4 Compaction of Material To Be Used In Base, Pavement, or Stabilized Areas:** Do not compact embankment material which will be incorporated into a pavement, base course, or stabilized subgrade, to be constructed as a part of the same Contract.

**120-9.2.5 Compaction of Grassed Shoulder Areas:** For the upper 6-inch layer of all shoulders

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

which are to be grassed, since no specific density is required, compact only to the extent directed.

**120-9.2.6 Compaction of Grassed Embankment Areas:** For the outer layer of all embankments where plant growth will be established, do not compact. Leave this layer in a loose condition to a minimum depth of 6 inches for the subsequent seeding or planting operations.

**120-9.3 Compaction for Pipes, Culverts, etc.:** Compact the backfill of trenches to the densities specified for embankment or subgrade, as applicable, and in accordance with the requirements of 125-9.2.

Thoroughly compact embankments over and around pipes, culverts, and bridges in a manner which will not place undue stress on the structures, and in accordance with the requirements of 125-9.2.

**120-9.4 Compaction of Subgrade:** If the Plans do not provide for stabilizing, compact the subgrade (as defined in 1-3) in both cuts and fills, to the density specified in 120-10.2. For undisturbed soils, do not apply density requirements where constructing narrow widening strips or paved shoulders 5 feet or less in width.

Where trenches for widening strips are not of sufficient width to permit the use of standard compaction equipment, perform compaction using vibratory rollers, trench rollers, or other type compaction equipment approved by the Engineer.

Maintain the required density until the base or pavement is placed on the subgrade.

**120-10 Acceptance Program.****120-10.1 General Requirements:**

**120-10.1.1 Initial Equipment Comparison:** Before initial production, perform a comparison test using the Quality Control, Verifications and Independent Assurance gauges. Unless the Engineer instructs, do not perform the initial equipment comparison more than once per project. When comparing the computed dry density of one nuclear gauge to a second gauge, ensure that the difference between the two computed dry densities does not exceed  $2 \text{ lb/ft}^3$  between gauges from the same manufacturer, and  $3 \text{ lb/ft}^3$  between gauges from different manufacturers. Repair or replace any Quality Control gauge that does not compare favorably with the IA gauge.

Perform a comparison analysis between the Quality Control nuclear gauge and the Verification nuclear gauge any time a nuclear gauge or repaired nuclear gauge is first brought to the project. Repair and replace any Quality Control gauge that does not compare favorably with the Verification gauge at any time during the remainder of the project. Calibrate all Quality Control gauges annually.

**120-10.1.2 Initial Production Lot:** Before construction of any other LOT, prepare a 500-foot initial control section consisting of one full LOT in accordance with the approved Quality Control Plan for the project. Notify the Engineer at least 24 hours prior to production of the initial control section. Perform all QC tests required in 120-10.1.4. When the initial Quality Control test results pass specifications, the Engineer will perform a Verification test to verify compliance with the specifications. Do not begin constructing another LOT until successfully completing the initial production LOT. The Engineer will notify the Contractor of the initial production lot approval within three working days after receiving the Contractor's Quality Control data when test results meet the following conditions:

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

Quality Control tests must meet the specifications. Verification test must meet the specifications.

Difference between Quality Control and Verification computed Dry Density results shall meet the requirements of 120-10.1.1.

If Verification test result fails the density requirements of 120-10.2, correct the areas of non-compliance. The Quality Control and Verification tests will then be repeated. The Engineer will reject the Contractor's Quality Control Plan after three unsuccessful Verification attempts. Submit a revised Quality Control Plan to the Engineer for approval.

**120-10.1.3 Density over 105%:** When a QC computed dry density results in a value greater than 105% of the applicable Proctor maximum dry density, the Engineer will perform an Independent Verification density test within 5 feet. If the Independent Verification density results in a value greater than 105%, the Engineer will investigate the compaction methods, examine the applicable Standard Proctor Maximum Density and material description. The Engineer may collect and test an Independent Verification Standard Proctor Maximum Density sample for acceptance in accordance with the criteria of 120-10.2.

**120-10.1.4 Quality Control Tests:**

**120-10.1.4.1 Standard Proctor Maximum Density Determination:** Determine the Quality Control standard Proctor maximum density and optimum moisture content by sampling and testing the material in accordance with the specified test method listed in 120-10.2.

**120-10.1.4.2 Density Testing Requirements:** Ensure compliance to the requirements of 120-10.2 by Nuclear Density testing in accordance with FM 1-T 238. Determine the in-place moisture content for each density test. Use FM 1-T 238, FM 5-507 (Determination of Moisture Content by Means of a Calcium Carbide Gas Pressure Moisture Tester), or ASTM D-4643 (Laboratory Determination of Moisture Content of Granular Soils By Use of a Microwave Oven) for moisture determination.

**120-10.1.4.3 Soil Classification:** Perform soil classification tests on the sample collected in 120-10.1.4.1, in accordance with AASHTO T-88. Classify soils in accordance with AASHTO M-145 in order to determine compliance with embankment utilization requirements. Unless required by the Engineer, do not test or classify materials for stabilized subgrade or base.

**120-10.1.5 Department Verification:** The Engineer will conduct a Verification test(s) in order to accept all materials and work associated with 120-10.1.4. The Engineer will verify the Quality Control results if they meet the Verification Comparison Criteria, otherwise the Engineer will implement Resolution procedures.

The Engineer will select test locations, including Station, Offset, and Lift, using a Random Number generator based on the Lots under consideration. Each Verification test evaluates all work represented by the Quality Control testing completed in those LOTS.

In addition to the Verification testing, the Engineer may perform additional Independent Verification (IV) testing. The Engineer will evaluate and act upon the IV test results in the same manner as Verification test results.

When the project requires less than four Quality Control tests per material type, the Engineer reserves the right to accept the materials and work through visual inspection.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**120-10.1.6 Reduced Testing Frequency:** When no Resolution testing is required for 12 consecutive verified LOTs, or if required, the QC test data was upheld, reduce the QC density testing to one test every two LOTs by identifying the substantiating tests in the Density Log Book and notifying the Engineer in writing prior to starting reduced frequency of testing. Generate random numbers based on the two LOTs under consideration. When Quality Control test frequency is reduced to one every two LOTs, obtain the Engineer’s approval to place more than one LOT over an untested LOT. Assure similar compaction efforts for the untested LOTs. If the Verification test fails, and Quality Control test data is not upheld by Resolution testing, the Quality Control testing will revert to the original frequency of one Quality Control test per LOT. Do not apply reduced testing frequency in construction of shoulder-only areas, bike/shared use paths and sidewalks.

**120-10.1.7 Payment for Resolution Tests:** If the Resolution laboratory results compare favorably with the Quality Control results, the Department will pay for Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution laboratory results do not compare favorably with the Quality Control results, the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing.

**120-10.2 Acceptance Criteria:** Obtain a minimum Quality Control (QC) density of 100% of the standard Proctor maximum density as determined by AASHTO T-99, Method C, with the following exceptions: 1) embankment constructed by the hydraulic method as specified in 120-8.3; 2) material placed outside the standard minimum slope as specified in 120-8.2.4; and 3) other areas specifically excluded herein.

**120-10.3 Additional Requirements:**

**120-10.3.1 Frequency:** Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

Test Name	Quality Control	Verification	Verification of Shoulder-Only Areas, Bike/Shared Use Paths, and Sidewalks
Standard Proctor Maximum Density	One per soil type	One per soil type	One per soil type
Density	One per LOT	One per four LOTS and for wet conditions, the first lift not affected by	One per two LOTS
Soil Classification	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density	One per Standard Proctor Maximum Density

**120-10.3.2 Test Selection and Reporting:** Determine test locations including Stations and

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

offsets, using the random number generator approved by the Engineer. Do not use note pads or work sheets to record data for later transfer to the Density Log Book. Notify the Engineer upon successful completion of Quality Control testing on each LOT.

**120-10.4 Verification Comparison Criteria and Resolution Procedures:**

**120-10.4.1 Standard Proctor Maximum Density Determination:** The Engineer will verify the Quality Control results if the results compare within 4.5 lb/ft<sup>3</sup> of the Verification test result. Otherwise, the Engineer will take one additional sample of material from the soil type in question. The State Materials Office or an AASHTO accredited laboratory designated by the State Materials Office will perform Resolution testing. The material will be sampled and tested in accordance with AASHTO T-99, Method C.

The Engineer will compare the Resolution Test results with the Quality Control test results. If all Resolution Test results are within 4.5 lb/ft<sup>3</sup> of the corresponding Quality Control test results, the Engineer will use the Quality Control test results for material acceptance purposes for each LOT with that soil type. If the Resolution Test result is not within lb/ft<sup>3</sup> of the Contractor's Quality Control test, the Verification Test result will be used for material acceptance purposes.

**120-10.4.2 Density Testing:** When a Verification or Independent Verification density test fails the Acceptance Criteria, retest the site within a 5 feet radius and the following actions will be taken:

- a. If the Quality Control retest meets the Acceptance Criteria and meets the 120-10.1.1 criteria when compared with the Verification or Independent Verification test, the Engineer will accept those LOTs.
- b. If the Quality Control retest does not meet the Acceptance Criteria and compares favorably with the Verification or Independent Verification test, rework and retest the LOT. The Engineer will re-verify those LOTs.
- c. If the Quality Control retest and the Verification or Independent Verification test do not compare favorably, complete a new comparison analysis as defined in 120-10.1.1. Once acceptable comparison is achieved, retest the LOTs. The Engineer will perform new verification testing. Acceptance testing will not begin on a new LOT until the Contractor has a gauge that meets the comparison requirements. Record Quality Control test results in the density log book on approved Department forms provided by the Engineer. Submit the original, completed density log book to the Engineer at final acceptance.

**120-10.4.3 Soil Classification:** The Engineer will verify the Quality Control results if the Verification results identify matching soil classifications. Otherwise, the Engineer will take one additional sample of material from the soil type in question. The State Materials Office or an AASHTO accredited laboratory designated by the State Materials Office will perform Resolution testing. The material will be sampled and tested in accordance with AASHTO T-88.

The Engineer will compare the Resolution Test results with the Quality Control test results. If the Resolution test matches the Quality Control classification, the Engineer will use the Quality Control classification for material acceptance purposes. If the Resolution Test result does not match the Contractor's Quality Control classification, the Verification Test result will be used for material acceptance purposes.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**120-11 Maintenance and Protection of Work.**

While construction is in progress, maintain adequate drainage for the roadbed at all times.

Maintain a shoulder at least 3 feet wide adjacent to all pavement or base construction in order to provide support for the edges.

Maintain all earthwork construction throughout the life of the Contract, and take all reasonable precautions to prevent loss of material from the roadway due to the action of wind or water. Repair, at no expense to the Department, except as otherwise provided herein, any slides, washouts, settlement, subsidence, or other mishap which may occur prior to final acceptance of the work. Perform maintenance and protection of earthwork construction in accordance with Section 104.

Maintain all channels excavated as a part of the Contract work against natural shoaling or other encroachments to the lines, grades, and cross-sections shown in the Plans, until final acceptance of the project.

**120-12 Construction.**

**120-12.1 Construction Tolerances:** Shape the surface of the earthwork to conform to the lines, grades, and cross-sections shown in the Plans. In final shaping of the surface of earthwork, maintain a tolerance of 0.3 foot above or below the plan cross-section with the following exceptions:

- a. Shape the surface of shoulders to within 0.1 foot of the plan cross-section.
- b. Shape the earthwork to match adjacent pavement, curb, sidewalk, structures, etc.
- c. Shape the bottom of ditches so that the ditch impounds no water.
- d. When the work does not include construction of base or pavement, shape the entire roadbed (shoulder point to shoulder point) to within 0.1 foot above or below the plan cross-section.

Ensure that the shoulder lines do not vary horizontally more than 0.3 foot from the true lines shown in the Plans.

**120-12.2 Operations Adjacent to Pavement:** Carefully dress areas adjacent to pavement areas to avoid damage to such pavement. Complete grassing of shoulder areas prior to placing the final wearing course. Do not manipulate any embankment material on a pavement surface.

When shoulder dressing is underway adjacent to a pavement lane being used to maintain traffic, exercise extreme care to avoid interference with the safe movement of traffic.

**120-13 Method of Measurement.**

**120-13.1** No measurement will be made for excavation and embankment. The cost of excavation and embankment shall be paid for on a lump sum basis.

**120-14 Basis of Payment.**

**120-14.1 General:** Prices and payments for the various work items included in this Section will be full compensation for all work described herein, including excavating, dredging, hauling, placing, and compacting; dressing the surface of the earthwork; maintaining and protecting the complete earthwork; and hauling.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**AVCON, INC.

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The Department will not allow extra compensation for any rehandling of materials.

The Department will compensate for the cost of grassing or other permanent erosion control measures directed by the Engineer as provided in the Contract for similar items of roadway work.

**120-14.2 Payment:** Price and payment for excavation and embankment, including all work, labor, and materials necessary to meet the Florida Department of Transportation requirements per the contract requirements shall be made at the contract lump sum price for excavation and embankment. This price shall be full compensation for all work and costs specified under this specification, including all labor, equipment, tools, and incidentals to complete the work.

**120-14.4 Payment Items:** Payment will be made under:

*Item 120-1 Excavation and Embankment*

*- per Lump Sum (LS)*

**END OF SECTION 120**

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**SECTION 522****CONCRETE SIDEWALK AND DRIVEWAYS****522-1 Description.**

Construct concrete sidewalks and driveways. Sidewalk will include sidewalk curb ramps.

**522-2 Materials.**

Meet the requirements specified in 520-2.

**522-3 Forms.**

Provide forms as specified in 520-3.

**522-4 Foundation.**

Compact fill areas, including cut areas under the sidewalk that have been excavated more than 6 inches below the bottom of sidewalk, to a minimum of 95% of AASHTO T99 density. The area to be compacted is defined as that area directly under the sidewalk and 1 foot beyond each side of the sidewalk when right-of-way allows.

**522-5 Joints.**

**522-5.1 Expansion Joints:** Form 1/2 inch expansion joints between the sidewalk and the curb or driveway or at fixed objects and sidewalk intersections with a preformed joint filler meeting the requirements specified in 932-1.1.

**522-5.2 Contraction Joints:**

**522-5.2.1 Types:** The Contractor may use open type or sawed contraction joints.

**522-5.2.2 Open-Type Joints:** Form open type contraction joints by staking a metal bulkhead in place and depositing the concrete on both sides. After the concrete has set sufficiently to preserve the width and shape of the joint, remove the bulkhead. After finishing the sidewalk over the joint, edge the slot with a tool having a 1/2 inch radius.

**522-5.2.3 Sawed Joints:** If electing to saw the contraction joints, cut a slot approximately 3/16 inch wide and not less than 1-1/2 inches deep with a concrete saw after the concrete has set, and within the following periods of time:

Joints at not more than 30 feet intervals.....within 12 hours after finishing.

Remaining joints .....within 96 hours after finishing.

**522-6 Placing Concrete.**

Place the concrete as specified in 520-5.

**522-7 Finishing.**

**522-7.1 Screeding:** Strike-off the concrete by means of a wood or metal screed, used perpendicular to the forms, to obtain the required grade and remove surplus water and laitance.

**522-7.2 Surface Requirements:** Provide the concrete with a broom finish. Ensure that the surface variations are not more than 1/4 inch under a 10 foot straightedge, or more than 1/8 inch on a 5 foot transverse section. Finish the edge of the sidewalk with an edging tool having a radius of 1/2 inch. Place concrete as specified in 350-8.

**FORT WALTON LANDING IMPROVEMENTS PHASE II**AVCON, INC.

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**522-8 Curing.**

Cure the concrete as specified in 520-8.

**522-9 Methods of Measurement.**

No separate measurement is to be made for Concrete Sidewalks and driveways. Contractor shall replace or repair any damaged sidewalks at no additional cost to the owner.

**522-10 Basis of Payment.**

No separate payment shall be made for Concrete Sidewalks and Driveways. Contractor shall replace or repair any damaged sidewalks at no additional cost to the owner.

No separate payment shall be made for concrete sidewalk to remain and damaged by the contractor. The contractor shall repair sidewalks, if damaged by the contractor, at no additional expense to the owner.

**END OF SECTION 522**

**SECTION 00800****SPECIAL PROVISIONS****Special Provision No. 1 – FDOT Specifications and Design Standards****A. General**

Unless otherwise specified in the contract documents, all improvements shall be in accordance with specifications and requirements of the Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction, latest edition, and the Florida Department of Transportation (FDOT) Design Standards, latest edition.

**End Special Provision No. 1**

**END OF SECTION 00800**

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

**SECTION 981****TURF MATERIALS****981-1 General.**

The types of seed and sod will be specified in the Contract Documents. All seed and sod shall meet the requirements of the Florida Department of Agriculture and Consumer Services and all applicable state laws, and shall be approved by the Engineer before installation.

All seed, sod and mulch shall be free of noxious weeds and exotic pest plants, plant parts or seed listed in the current Category I "List of Invasive Species" from the Florida Exotic Pest Plant Council (FLEPPC, <http://www.fleppc.org> ). Any plant officially listed as being noxious or undesirable by any Federal Agency, any agency of the State of Florida or any local jurisdiction in which the project is being constructed shall not be used. Any such noxious or invasive plant or plant part found to be delivered in seed, sod or mulch will be removed by the Contractor at his expense and in accordance with the law.

All materials shall meet plant quarantine and certification entry requirements of Florida Department of Agriculture & Consumer Services, Division of Plant Industry Rules.

**981-2 Seed.**

The seed shall have been harvested from the previous year's crop. All seed bags shall have a label attached stating the date of harvest, LOT number, percent purity, percent germination, noxious weed certification and date of test.

Each of the species or varieties of seed shall be furnished and delivered in separate labeled bags. During handling and storing, the seed shall be cared for in such a manner that it will be protected from damage by heat, moisture, rodents and other causes.

All permanent and temporary turf seed shall have been tested within a period of six months of the date of planting.

All permanent and temporary turf seed shall have a minimum percent of purity and germination as follows:

- a. All Bahia seed shall have a minimum pure live seed content of 95% with a minimum germination of 80%.
- b. Bermuda seed shall be of common variety with a minimum pure live seed content of 95% with a minimum germination of 85%.
- c. Annual Type Ryegrass seed shall have a minimum pure live seed content of 95% with a minimum germination of 90%.

**981-3 Sod.**

**981-3.1 Types:** Unless a particular type of sod is called for in the Contract Documents, sod may be either centipede, bahia, or bermuda at the Contractor's option. It shall be well matted with roots. Where sodding will adjoin, or be in sufficiently close proximity to, private lawns, other types of sod may be used if desired by the affected property owners and approved by the Engineer.

**981-3.2 Dimensions:** The sod shall be taken up in commercial-size rectangles, or rolls, preferably 12 inches by 24 inches or larger, except where 6 inch strip sodding is called for, or as rolled sod at least 12 inches in width and length consistent with the equipment and methods used to handle the rolls and place the sod. Sod shall be a minimum of 1-1/4 inches thick including a 3/4 inch thick layer of roots and topsoil. Reducing the width of rolled sod is not permitted after the sod has been taken up from the

**FORT WALTON LANDING IMPROVEMENTS PHASE II**

AVCON, INC.

initial growing location. Any netting contained within the sod shall be certified by the manufacturer to be degradable within three years.

**981-3.3 Condition:** The sod shall be sufficiently thick to secure a dense stand of live turf. The sod shall be live, fresh and uninjured, at the time of planting. It shall have a soil mat of sufficient thickness adhering firmly to the roots to withstand all necessary handling. It shall be planted within 48 hours after being cut and kept moist from the time it is cut until it is planted.

No sod which has been cut for more than 48 hours may be used unless specifically authorized by the Engineer. A letter of certification from the turf Contractor as to when the sod was cut, and what type, shall be provided to the Engineer upon delivery of the sod to the job site.

The source of the sod may be inspected and approved by the Engineer prior to being cut for use in the work.

**981-5 Method of Measurement.**

No separate measurement is to be made for sodding. Contractor shall re-sod all disturbed areas of the project. Any costs associated with sodding shall be considered incidental to the pay item for which it is apart.

**981-6 Basis of Payment.**

No separate payment shall be made for sodding. Contractor shall re-sod all disturbed areas of the project. Any costs associated with sodding shall be considered incidental to the pay item for which it is apart.

**END OF SECTION 981**